

The Hongkong Telegraph.

WEATHER FORECAST
RAIN
Barometer 29.73

(ESTABLISHED 1881.)
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September 18, 1913, Temperature a.m. 78, p.m. 78, Humidity...90.

September 18, 1912, Temperature a.m. 70, p.m. 76, Humidity...63, 59.

9,201 晚九十月八年丑癸

FRIDAY, SEPTEMBER 19, 1913.

五拜禮 號九十月九年亥癸

\$36 PER ANNUM
SINGLE COPY 10 CENTS

TELEGRAMS.

BALKAN AFFAIRS.

A SETTLEMENT.

Reuter's
(Service to the "Telegraph.")
London, Received Sept. 18.
The Tarco-Bulgarian delegates at Constantinople settled the frontier question yesterday, and it is expected that the protocol will be signed to-day.
The Bulgarians offered to build, at their own expense, a railway from Adrianople to Babinaki in exchange for Demotika, which the Turks declined.
Demotika has been awarded to Turkey, practically all of whose demands have been conceded.

THE RAILWAY TROUBLE.

NATIONAL STRIKE DEMANDED.

London, Received Sept. 18.
Delegates from the National Railwaymen's Executive left Birmingham for London yesterday evening with a demand from Birmingham and district for a national strike.

A Protest.
Coventry railway men have resolved on protesting against the drastic action of the Liverpool and Birmingham railwaymen without the sanction of the Executive.

Later.
The Executive of the Railwaymen's Union has circulated the men cautioning them against widening the area of disputes without orders. The Executive is hoping for a fair and dignified settlement of the present disputes.

RAILWAY DISASTER.

TRAIN FALLS INTO RAVINE.

London, Received Sept. 18.
A message from Nice states that a troop train while running between Cannes and Grasse was derailed.
Three carriages fell into a ravine fifty feet deep.
Twelve people were killed, and thirty injured.

INDIAN COMMAND.

A PROBABLE CHANGE.

London, Received Sept. 18.
The Daily Express states that the Authorities are considering the appointment of General Sir Ian Hamilton in succession to General Sir O'Moore Creagh to the command of the Indian Army, and that it is probable that that the post of Inspector-General of the Forces will be abolished.

HOME POLITICS.

SIGNIFICANT MOVEMENTS.

London, Received Sept. 18.
Mr. Balfour has arrived at Balmoral, where Mr. Churchill is at present the Minister in attendance.
Mr. Lloyd George Goes North.
Mr. Lloyd George has returned from the Continent unexpectedly, and proceeds north to see the Chief Whip.

GHENT EXHIBITION

DISASTROUS FIRE

London, Received Sept. 18.
A fire occurred at the Ghent Exhibition at midnight. Four pavilions were destroyed before it was extinguished.

TELEGRAMS.

THE PEARL IS OVERY.

REMARKABLE INCIDENTS.

Reuter's
(Service to the "Telegraph.")
London, Received Sept. 18.
It appears that the workman who discovered the pearl belonging to the stolen necklace offered them at a public house in exchange for a glass of beer, and the publican refused to accept them.
Two men, who entered the public house with him, advised him to throw them in the gutter, saying that they were not worth two pence.

After the finder had given the police the pearls, which he thought were valueless, he found one in a pocket, and visited several public houses with his mates, offering what he called a marble or bead for a drink or a penny, and subsequently he lost it.

The police yesterday were searching the public houses for the lost pearl, which is one of the finest of the set, and is worth £3,000.

The question of the division of the reward presents an interesting problem.

Necklace Identified.
London, Received Sept. 19.
The famous necklace was identified at Bow Street Police Court by Mr. Meyer, who exhibited to the gaze of the spectators a string of gorgeous and lustrous pearls whose shimmer and lustrous colour were plainly seen even in the badly lighted Court.

GOLF IN AMERICA.

BRITISH SUCCESSES.

London, Received Sept. 18.
Reuter's correspondent at Brookline (Mass.) states that in the second qualifying round of the American open golf championship the play of the British representatives was brilliant, their scores being 74 and 74, and that of Reid of Bangshead 72 and 77.
McDonald, the American favourite, qualified with 80 and 81.
Betting favours Vardon, with Ray a close second.

THE PREUSSEN.

AFIRE OFF MALTA.

London, Received Sept. 19.
Lloyd's Surveyor at Malta reports that the H. A. L. steamer Preussen, from Yokohama to Marseilles, when off the port caught fire.

Later she signalled that she was under control, and at the time of wiring was entering the port.
[The Preussen is a steel screw four-master steamer of 7,886 tons, built to the order of the Hamburg America Line in 1910 by Messrs J. Brown and Co. Ltd., Glasgow. Her dimensions are:—Length, 470 feet; breadth, 58.2 feet; depth 32.4 feet.]

MR SULZER.

IMPEACHMENT BEGINS.

London, Received Sept. 18.
Reuter's correspondent at Albany, New York State, says the impeachment of Governor Sulzer has begun before the Senate.

Mr Sulzer did not appear.
[The charge against Mr. Sulzer was of speculating wholesale with the electoral funds. He denied that he had used campaign funds for speculation.]

TELEGRAMS.

PRINCESS'S DEATH.

SUICIDE FEARED.

Reuter's
(Service to the "Telegraph.")
London, Received Sept. 19.
Reuter's correspondent at Berlin states that a sensation has been caused by the death of Princess Sofia of Saxe-Weimar, at Heidelberg, at the age of 25 years.

It was at first reported that death was due to heart disease, but later reports are to the effect that she was found dead in bed with a bullet wound in her head.
It is alleged that she committed suicide owing to an unhappy love affair with the son of a great Jewish banker.

FAR EAST SHIPPING.

IMPORTANT ANNOUNCEMENT.

London, Received Sept. 19.
It is announced in Berlin that in consequence of the dissolution of the Hamburg America Line's agreement with the Norddeutscher Lloyd, the former will withdraw at the end of the year from the East Siberian Conference and organise an extended service in the Far East on its own account.

INTERPORT POLO.

(Continued from page 5.)
From the throw in, in the second chukka, Hongkong made a fine dash for the Shanghai goal. Capt. Elye got well away but unfortunately hit behind. McMichael then fastened on to the ball and took it up the field, closely followed by Davies who captived a pass from the former and added Shanghai's fourth goal with a well aimed long shot. From the throw in the ball was taken off by Crichton but Elye, who followed close up and captured it, made an attempt on the Shanghai goal, the ball however going behind. It was now noticeable that the home team were working well together and were marking their opponents the better, though the frequency of mis-hits robbed them of the full advantage of their improved tactics. Hall endeavoured to give Bisdie an opening but the latter was well marked and was unable to take full advantage of the chance. Later, Elye secured the ball and passed to Bisdie but the attempt was nullified by Davies who rode a vastly superior mount and out-rolled Bisdie. In this chukka Carmichael shone. He was on a good pony and played well, being at this period, practically the shining light of the visiting team.

In the third chukka, Hall hit from goal, but the ball was put behind by McMichael. However, from the second hit, Hall put the ball well away. Opposed by Crichton who made a good run, Dickinson got away and made for the Shanghai goal, but was hotly pursued by Davies who all this time had been feeding his men well, then made an attempt on his own, and scored Hongkong's only goal. It was nearly stopped by McMichael, but it had crossed the line and the point was secured. Shanghai, however, from the throw in nullified the goal by immediately retaking it, Fea-on putting the ball between the posts. The end of the chukka came with the score:—Shanghai 5, Hongkong 1.

In the fourth chukka, Shanghai continued to have most of the game though Hongkong put up a sturdy fight and were really seen to best advantage in the pointless chukka. During some exciting mid-field play, a penalty was awarded against Hongkong for crossing, but nothing came of the shot and the game ended in Shanghai's favour by 5 goals to one.

TELEGRAMS.

ULSTER CAMPAIGN.

"TALKING ENDED."

Reuter's
(Service to the "Telegraph.")
London, Received Sept. 18.
At a parade of the Ulster Volunteers held at Killeel, County Down, Sir Edward Carson said that the time for talking was ended. Representatives of the whole of Ulster would meet in Council next week to arrange details for a provisional government, which, of course, was illegal, but they must not be afraid of illegality in the protection of their rights.
Mr. F. E. Smith said the Unionists would not be a party to a conference, the basis of which was Home Rule. The English who had encouraged Ulstermen would not fail them in their hour of need.

"Dangers Very Real."

London, Received Sept. 19.
Sir Edward Carson, speaking at Bromore, said they could not shrink from the task, because the cause was just, and they could not fail because they trusted in God. They had counted the cost, and he believed the cause was worth not merely a petty sacrifice, but the greatest sacrifice a man could make—that of his own life. The dangers were very real, and the sooner that was realised the better.

The Cup Presented.

His Excellency the Officer Administering the Government in presenting to Cup to Mr. Fea-on said:—Mr. Fea-on, it gives me great pleasure to present you and your team with this cup. You have won it after a very good game, and I am sure the donor of the cup, Mr. Harry Keswick, who was a good, all round sportsman, will be very glad to hear of your sporting visit to Hongkong and of the good game which resulted. On this occasion I think all will agree that the latter team has won but the points, I notice, were rather fewer than those of the visitors. I am particularly glad that I have the cup to present to you, because a few days ago, after your arrival from Shanghai, I was reported that the cup was missing. Although I do not wish to suggest that you or any member of your team sought to anticipate the result of to-day's match, I was reminded of the incident which occurred during the last visit of Mark Twain to England, a few years ago. At a dinner given in his honour by the Pilgrim Club, he complained of the inhospitable reception he had received at Liverpool; how when walking through the streets he was met with the enunciation in large letters on the contents bills of the newspapers, "Arrival of Mark Twain: Theft of the A. & G. Gold Cup." It would have been really deplorable if the local press had come out with the announcement "Arrival of the Shanghai Polo players: Theft of the Keswick Cup" (Laughter). But the Keswick Cup has been found. Mr. Stabb remembered having seen it on his dinner table and with that clue it was traced to the van's of the bank. You will take the cup back to Shanghai but I hope that Hongkong will be able to go to Shanghai next May, and bring it back. I have much pleasure in handing you the cup, Mr. Fea-on, and I hope you will have as good a team in Shanghai next year as you have had in the match to-day. (Applause.)

Mr. Fea-on, on behalf of the Shanghai Polo Club, thanked His Excellency and remarked on the pleasure it had given them all to visit Hongkong. They had had a splendid game and when the Hongkong team visited Shanghai he hoped they would receive as much hospitality as the Shanghai team had on their visit. (Applause.)

TELEGRAMS.

U. S. CURRENCY BILL.

REPRESENTATIVES APPROVE

Reuter's
(Service to the "Telegraph.")
London, Received Sept. 19.
Reuter's correspondent at Washington states that the House of Representatives has passed by 186 votes to 84 the Currency Bill.
[The Currency Bill provides for the gradual withdrawal of National banknotes and their replacement within twenty years by Federal Reserve notes, and the withdrawal of \$700,000,000 two per cent. Government Bonds, whereon the note issue rests. The Federal Reserve notes are to be secured by a gold reserve of 33.1-3 per cent, provided by Regional Federal Reserve Banks and will be a first lien on the assets of all these banks. These notes will be issued at the discretion of the Federal Reserve Board solely as advances to the Reserve Banks. When the Bill was introduced bankers opposed the Federal Reserve Board and the Regional Reserve Banks, on the grounds that the Boards would be politically controlled and this would open the door to manoeuvring of the funds for political purposes. They advocated instead a Central Reserve Association subject to Government control.]

His Excellency then called for cheers for the Shanghai team and on the call of Mr. Fea-on a similar compliment was extended to the Hongkong team and His Excellency.

The history of the Keswick Cup to date is as follows:—
1907.—Shanghai beat Hongkong, in Shanghai; 1 goal to nil.
1908.—Hongkong beat Shanghai in Hongkong; 11 goals to 7.
1909.—No Competition.
1910.—Hongkong retained possession of the cup by beating Shanghai on Shanghai's ground by two goals to one.
1911.—Cup not competed for.
1912.—Cup not competed for.
1913.—Hongkong lost the Cup to Shanghai, at Hongkong by five goals to one.

Impressions of the Game.

As an interested observer of the match the writer of the following impression expresses disappointment with the play as far as the Hongkong team was concerned. One thing most noticeable was the speed of the ponies of the Shanghai team, but another thing equally as noticeable was the over running of the ball, by the Hongkong men, despite the fact that they were riding ponies much behind those of their opponents in point of speed. It was an education to see Davies in the saddle. His mounts were fast and intelligent. They spoke of training, and very careful training. His hands were remarkable. He knew just when to apply pressure on his ribbons, what pressure to apply to bring his pony up at the spot required without unnecessary strain or breaking of temper. Then his marksmanship on-shore even his riding. It mattered not whether he was making a long drive unopposed or whether in a mark he was called on to block with a cut back hand stroke, he was invariably successful in carrying out his purpose. Once when he was unopposed he surprised the on-lookers by the clever and neat way in which he re-mounted as the pony was rising. He was for his opponents, annoyingly ubiquitous. One moment he would be clearing the ball from his own goal; the next his black or dun pony would be seen teating along the line like a charger inspired with the spirit of combat, and when the ball was passed over he would be there or thereabouts ready either to shoot or to centre the ball for one of his men who always appeared to be conveniently and advantageously in position near goal.

TELEGRAMS.

LONDON BUSMEN.

SERIOUS THREAT.

Reuter's
(Service to the "Telegraph.")
London, Received Sept. 18.
It has been arranged that all London motor busmen shall strike at midnight to-morrow unless the Filling Company yields.
Company Gives In.
London, Received Sept. 19.
Messrs. Tilling & Co., on ascertaining that the London General Omnibus Company, which almost monopolises the traffic of London, does not prohibit the wearing of the union badge by its employees, have withdrawn their own prohibition against the same and have agreed to reinstate the men who were suspended, and those on strike, on an understanding that non-unionists shall not be molested.

Seldom were the Shanghai men in a bunch; they all knew their positions and realised the advantage of keeping them as best they could. On the other hand, the Hongkong men would bunch together through overriding, with the consequence that when a pass was intercepted there was no-one to check the progress of the waiting in their places to engineer the ball down the field. The combination of the Shanghai men was remarkable for its neatness, and their riding and shooting were superb. They were cooler and more collected than the local team, and the victory they scored was a most deserving one. McMichael played a dashing game as did Crichton, and their well-timed movements won for them the repeated applause of the spectators. Owing to holding nature of the ground the ball did not seem to travel as fast as one would have expected and it hung back like a billiard ball with "drag" on. The Hongkong team, in the later stages of the game showed that they suffered from excitement, and though they made a bold effort to retrieve the position they were out-classed in every branch of the game. Major Hall and Major Dickinson played fairly well, but it cannot be said that the team was responsible for anything calling for special mention except their clever riding-off. Even if the best two out of three games, were played, as in International polo, the result would be the same and Shanghai would retain with the honours. Our polo team is weak, our ponies are slow, and the shooting is uncultured.

Canadian National Defence.
In the days to come Canadians living a thousand or more miles from the sea, which they have never seen, will take as active a part in the Navy as have Americans similarly situated since the necessity and advantage of sea power has been personally brought home to them in their dealings with Spain, and latterly with Japan. In the meantime, it is the military side of national defence which is most in evidence. There is general eagerness to obtain a Government grant towards a local drill hall, or "armoury," to use the Canadian term, says Canada. Last year the present energetic Minister of Militia, Col. the Hon. Sam Hughes, had no difficulty in obtaining grants for the erection of 53 such establishments and increasing the total public expenditure upon the Militia Department by some \$2,000,000. Moreover, there has been a growing feeling, since the Poor War, in which Col. Hughes and so many of his brother Canadians distinguished themselves, that the Dominion is quite capable of running its own military affairs without the intrusion of imported British generals.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONSIDERED.

A fire destroyed two pavilions at the Ghent Exhibition.
The U. S. House of Representatives has passed the Currency Bill.
The H. A. L. steamer Preussen caught fire off Malta, but was able to make the port.
Messrs. Tilling and Co., have given in to the men and permitted them to wear Union badges.
The Birmingham district of the National Railwaymen's Union is demanding a national strike.
The opinion is held in Tokyo that General Chang Hsun will revolt against the Chinese Government.
The Hamburg America Line is to organise an extended service in the Far East on its own account.

Mr. Balfour has arrived at Balmoral, and Mr. Lloyd George has unexpectedly returned from the Continent.

The impeachment of Governor Sulzer of New York has begun in the State Senate; Mr. Sulzer did not appear.

Representatives from the whole of Ulster met next week to arrange details of the Provisional Government.

A troop train fell into a ravine between Cannes and Grasse, France, and 12 men were killed and 30 injured.

Turkey and Bulgaria have settled the frontier question, practically all the Turkish demands being conceded.

The authorities are said to be considering the appointment of General Sir Ian Hamilton to the Indian Command.

The death of Princess Sofia of Saxe-Weimar has caused a sensation in Berlin; it is believed to be a case of suicide.

The Coventry railwaymen have protested against the action of Liverpool and Birmingham employees without the sanction of the Executive.

Japanese militarists are suggesting an amendment of the demands on China, including the right to build barracks at Hankow.

Britishers have secured brilliant successes in the second qualifying round of the American Open Golf Championship; Vardon is favourite.

The London workman who found the pearl belonging to the famous necklace offered them to a London publican for a glass of beer, but the latter refused.

Sir Edward Carson admits that the Ulster-Provisional Government will be illegal, but they must not be afraid of illegality in the protection of their rights.

LOCAL.

Facts concerning last night's typhoon blow are given in this issue.

The September Criminal sessions were continued to-day when a murder charge was heard.

The Interport polo match between Hongkong and Shanghai was decided yesterday on the Causeway Bay ground. Shanghai won easily by five goals to one.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.

Bijou Theatre, 9.15 p.m.

TO-MORROW.

Messrs. Gande Price and Co. Extraordinary General Meeting—noon.

Turkish Egyptian Vaudeville Co. Theatre Royal—9.15 p.m.

Wednesday, September 24.

The Douglas Steamship Co. annual general meeting—noon.

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Hongkong, 1st Feb. 1912.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

Hongkong, 16th July, 1913.

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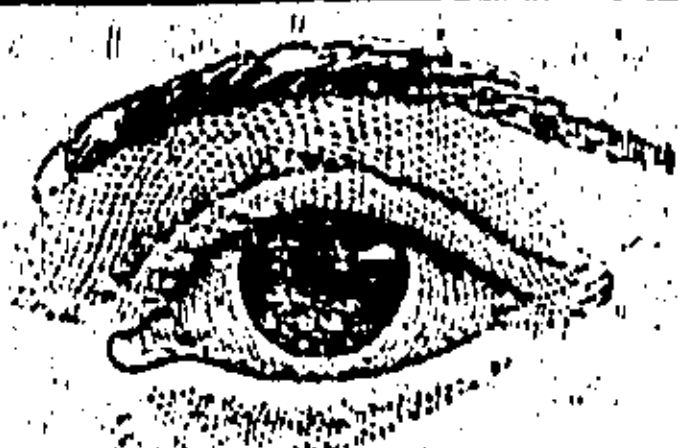
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picture. This trumpet call gives
also what it regards as the darker
side of things, and seems to
sum up that distressful con-
dition of affairs which now ob-
tains is the result of departing
from the old ways, and foolishly
coquetting with new ideas and
new ideals. But the unexpect-
ed has happened. Men follow
Buddhism, Taoism, Mahom-
medanism and Christianity.
How can these be spoken of in
the same day? As soon as ever
the Republic was established, the
followers of these faiths swarmed
like bees, and emphasized their
teachings. So the pernicious
doctrines spread. The people
are blindly following the
civilization of Europe. They
reject and despise the old books
of China, so that the old doctrines
are overwhelmed. The wild
waves of pernicious teaching rise
higher and higher, and dash over
all barriers, till there is imminent
danger of the Sage being over-
whelmed altogether. His sacrifices
are rejected; old books are re-
garded as rubbish; the Classics
must not be read. This one
shouts, and many echo his shout,
till the whole country is in con-
fusion. As things are now, younger
brothers do not hesitate to oppose
elder brothers; sons do not
shrink from appearing as wit-
nesses against their parents; they
call these things liberty.

Daily Press.

The Canton Execution.

It shows clearly to the outside
world what a sorry and contem-
ptible farce Republican Govern-
ment is in China, when procedure
such as the civilized world
associates with savage tribes in
the heart of Africa, is applauded
by the people in Canton who, the
reports tell us, discharged thou-
sands of crackers to express their
joy. If Chan King-wah and his
companion in misfortune had
been convicted on clear evidence
by a competent and impartial
tribunal, of the crimes with which
they were charged, no unbiased
person would have reasonable
cause to quarrel with the fate
which has overtaken them. Chan
King-wah was an officer well
known to the Hongkong police
authorities with whom he had co-
operated for the checking of crime
with advantage to the Colony and
to Canton, and while no one denies
that his methods of dealing with
the forces of disorder were un-
scrupulous and drastic, it is
incredible to his friends and
acquaintances both in this Colony
and in Canton that he was the
arch-traitor he is declared to have
been. In any case, the manner
of his arrest and execution leave
an indelible stigma on the regime
in China, and the indignation
which this secret office murder
must excite in the minds of in-
telligent and law-abiding citizens
can hardly serve to allay the pre-
vailing unrest.

South China Morning Post.

Monarch or President?

If Yuan Shih-kai should fail to
take simple precautions for his
personal safety and the streng-
thening of his power his day may
indeed be short, and were Yuan
Shih-kai to be called away from
the scene of his arduous respon-
sibility China would be in dire
straits indeed. Where every
action of the head of a nation is
continually under the lime-light
and is subjected to the closest
scrutiny in the hope that some-
thing may be disclosed which
would prove that suspicion has
been well-founded, it is difficult
to avoid plausible grounds for the
fabrication of wild rumours. But
those observers of Yuan Shih-kai,
and of his conduct, who are
familiar with conditions in China
and with the complex state of
affairs which obtains, will cer-
tainly not withhold from China's
leading statesman the full mea-
sure of praise that is justly his.

For a good solid meal, a la
Carte or Table d'Hôte, with
Wines & Liquors of the Best
ALEXANDRA CAFE

GENERAL NEWS.

Models of F.M.S. Fruits.

An attractive exhibit of models of the various fruits and vegetables produced in the Federated Malay States is to be seen at the F.M.S. Information Agency in Cannon-street. There are also a number of beautiful photographs of Malayan scenery.

Pratas Island.

We (Singapore Free Press) are asked to announce that the engineer who was sent to Pratas Island in June last to examine the possibilities of the place as a phosphate deposit has handed in his report, according to which the prospects of working the phosphate deposits on the island at a profit are not encouraging. The information originally supplied as to depth and richness of deposit and its transport facilities is not borne out by the report.

Round the World for a Wager.

Captain Malpagan, of New York, who is walking round the world for a wager, called at the Mansion House on 18th ult., and gave a narrative of his journey to Alderman Sir John Knill, the acting Lord Mayor. He said he had traversed North and South America, Australia, and Africa and was now on his way to John O'Groats, when he intended to cross to Ireland, and that he would then proceed across the Continent and Asia. The walk would be completed when he arrived at Bombay. The walk, he added, began in January, 1910, and was to end in March, 1913.

The Results of Prayer.

Dr. Wu Lien-teh, official Chinese delegate at the recent Medical Congress, writes thanking "The Press and people of the United Kingdom and the British Empire for the most friendly way in which all the Chinese correspondents to our President's appeal for united prayer on behalf of China on April 27th last." He remarks that "the results of that prayer have not been long in coming. On May 7th the interesting debate on opium took place in the House of Commons, in which His Majesty's Government agreed to release China from further importation of Indian opium. At about the same time also the Morgan's Loan was settled, which enabled our Government to carry on its work."

Salvation Army and China.

In an interview with a newspaper correspondent, General Bramwell Booth, discussing his first year as paramount director of the Salvation Army, said that they were going to extend their social work abroad. "In China, for instance, where we are going to develop one of our greatest campaigns, there is enormous scope for this side of the Army's activity. My present idea is to send three parties of 100 officers each to Northern, Southern, and Western China, severally, each party to be under a separate leader, so that they can work independently of one another. It looks big, but we can get the 300 men if we can get the extra money for such an expansion. The General added that he was going to undertake a big tour through Australia and Japan in 1915.

A Circus Wedding.

A pretty wedding was solemnized recently in Kuala Lumpur when Miss Isabella Bell, a member of Byzyk's Circus, which recently visited Hongkong, was married to Mr. A. M. Tracy Woodward. The bride wore a beautiful dress of ivory satin trimmed with pearls and lace, with a long train, which was held by Miss Ernesta Mariani, the bridesmaid. This young lady wore a charming dress of pink satin with lace. The mother of the bride, Mrs. Urban, wore a brown dress, elaborately trimmed with hand-embroidered trimmings, and a toque of black and white satin and lace with a long ostrich plume. Mrs. Carpi, sister of the bride, wore a rose satin confection most effectively trimmed with lace. Dicky Bell acted as best man. After the ceremony the happy pair drove to the Empire Hotel where dinner was served and felicitous speeches delivered. The happy couple are going to England for their honeymoon.

AMERICAN NEWS.

Some Interesting Items from the Mails.

From Washington it is reported that the Interstate Commerce Commission has ordered all common carrier telephone companies to furnish, by October 1, a detailed statement of their organization and equipment and physical and financial operations. This, we read, is the first order of the Commission since the formal beginning of the telephone investigation. Already, however, the inquiry has been very extensive, special agents of the Commission having gathered in an immense amount of data bearing upon the activities of telephone companies. As soon as is practicable, the Commission will hold, in various parts of the country, public hearings at which evidence will be taken as to the rates and operating methods of such companies as come within the jurisdiction of the Commission.

The Panama Canal.

An interesting announcement is made to the effect that President Wilson has taken steps to protect the Panama Canal from unwelcome aerial visitors. He has issued an executive order prohibiting any aircraft from flying over the Canal zone, with the written authority from Washington of a penalty of \$1,000 fine and a year's imprisonment for each offence.

Another interesting statement is that the Government intends to build at Columbia, in the Canal zone, the greatest naval radio station in the world. It will be known as the Darien Radio Station and will be larger than the one at Arlington. At the latter place one of the towers reaches a height of 600 feet, whereas all three at the Darien station will be that high. It is expected that the Darien plant will be able to communicate with San Francisco, as well as with Arlington, and to reach into the Southern seas as far as Valparaiso, 420 miles south of Valparaiso, on the west coast of South America, and as far as Buenos Ayres on the east side. Throwing its waves across the Atlantic, the station should communicate with the island of St. Vincent, 500 miles west of Africa. It is explained that the Darien station will be used exclusively for Government business, principally as a relay station for communicating with naval vessels in Southern waters. The present wireless stations at Columbia and Panama will continue to be used to handle messages for ships using the Canal.

Stock Gambling.

An important Bill has been introduced in the House of Representatives by Mr. Eulings (Progressive), of Pennsylvania. It is designed to stop gambling in stocks, bonds and warehouse receipts. If it is passed, it will compel all those dealing in securities or acceptances representing commodities to file a delivery of the material bought and sold, at the close of each transaction, executing a Bill of Sale, with Government internal revenue stamps.

The Late Mr. Straus' Estate.

From New York it is reported that the late Mr. Isidor Straus, merchant and philanthropist, who lost his life in the sinking of the Titanic, has left an estate of the gross value of \$4,585,000. His wife, who perished with him, left \$225,578. The six children are the sole heirs.

New York River Improvements.

The General Board of Engineers of the Army has recommended extensive improvements in the East River at New York, to cost over thirteen million dollars. The original plans provided for an expenditure of more than thirty-two million dollars, but these were later cut down to the figure named. A yearly appropriation of half a million dollars is proposed to carry out the work. The plan recommended includes the dredging of a thirty-five foot channel, 900 feet wide in the East River, except east of Blackwell's Island, at a cost of about \$8,000,000; channel improvement to Hell Gate, to cost over two million dollars; and channel work opposite Blackwell's Island to cost \$1,887,000.

The mosquito crusade which has been carried out in Philadelphia has proved most effective, and more extended work is planned for next season. The task of exterminating the insect has been in the hands of health and engineering experts in the employ of the City, and plans are under way to rid the City of the pests entirely and set up conditions that will prevent breeding. The greatest work was to eliminate the marshy lowlands in the southern section of the City—stagnant pools where millions of mosquitoes were bred. The sum of \$5,000 was placed at the disposal of the Bureau of Highways for warfare on mosquitoes and breeding dumps, and it has been expended in cleaning ditches, filling swamps and filling sewer inlets and outlets and stagnant ponds. A bigger appropriation is to be provided next year, as the officials are convinced, by the results attained, that Philadelphia can be entirely rid of the pest. It is interesting to note that, in the suburban districts, citizens, through the business men's associations and other civic organizations, have joined in the crusade.

SERVICE MATTERS.

Passed for Promotion.

The following officers of regiments represented in the Fare at have passed examination for promotion to the next superior rank:—Somerset Light Infantry, Captain E. W. Worrall, subject (d) and Lieutenant F. S. Mills, subject (d) (i); South Wales Borderers, Lieutenants R. B. Petre, J. C. Coker, and D. H. S. Somerville, subjects (d) and (j); Duke of Cornwall's Light Infantry, Lieutenant T. E. Biddle, subject (d) and (j); Lieutenants J. H. Bradney and E. L. Pascoe, subject (j); and Yorkshire Light Infantry, Lieutenant d'E. Williams (j).

The Old Navy and the New.

A bitter complaint of the present state of affairs in the Navy is made by "R.N." in a letter to the *Morning Post*. "In old Navy, days of three-year commissions," he writes, "when Britannia did in very truth rule the seas—the naval life was one of sheer delight to every man with a spark of adventure in his soul. The British man-of-war's man could be found in every port of the world, seeing life under the best conditions and leaving a good time generally. His work was far less hard than it is to-day, and ship life on stations where long leave was unknown became really pleasant and brotherly. The officers—probably five or six (sometimes more) watch-keepers as well as the usual complement of other ranks—had plenty of time to themselves, and were not overburdened with work, as they are to-day. What is the picture to-day? The Navy has, to all intents, been on a war-footing for the last six or more years—evolutions, gunnery practice, steam tactics all day, night attack all night. Take a concrete example—the watch-keeping lieutenants only in a battle cruiser for manoeuvres, each keeping four hours' watch to eight below. Below? Ye gods and little fishes!—the man who got one short hour of perfect peace out of his entire eight thinks himself an exceedingly lucky young man, all the rest of the time being spent in 'panics' of the approved manoeuvre brand. Carry this exercise into days and weeks, round it off with a strenuous coaling, and then begin again ad lib. Now, honestly, would you 'enthusias' over a jovial life of this sort? Yes, you would, under one condition and one condition only, that the life should be spent abroad, far, far from England, with a decent chance of seeing the world and perhaps of seeing service. At home one is always on leave for the weekend, just in time to meet Tom Jones or Bill Smith—old school friends—who are making £1,000 a year in the City and roll about in luxurious cars, doing perhaps eight hours' work a day, while we do 24, and not in a comfortable office chair, but more than likely in North Sea squall, for 10s. a day (less income tax and uniform). Or perhaps the local M.P. comes in to tea, a nice, breezy, brainless chap, but he's getting £400 for doing nothing except sending the country to the dogs."

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TO LET.

MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. Cheap Rental. To let or for sale, "GLEN-SHIEL," Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

To let "ROGATE," Austin Road, Kowloon; from 1st October. For Sale or To Let: from 1st November, 1913:—No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis Court.

No. 116 Peak "LEWENOE" Furnished or Unfurnished, 5 rooms. No. 68 Peak, Mount Kellett. (Church Mission Society Bungalow) from 1st October, 1913, till 30th May, 1914.

FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

FOR SALE.—"LADBROKE," No. 9 Conduit Road. Fine view of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodations for 30 Servants.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Building Hongkong, 27th June, 1913 [21]

TO LET.—Strawberry Hill, 41, Plantation Road from 1st December, 1913. Furnished.

Apply DEACON, LOOKER, DEACON & HARBTON.

Commander of H.M.S. Triumph. Captain Philip Streetfield, M.V.O., has been appointed to the command of the battleship Triumph, which was commissioned on 28th ult. at Portsmouth for service with the China Squadron. Captain Streetfield has served afloat for twenty-eight years, having been a cadet of July, 1855, was promoted lieutenant in 1884, commander in 1903, and captain five years ago. He was flag lieutenant of the cruiser Raleigh when Rear-Admiral Bedford landed a punitive expedition in 1894 to proceed against Chief Nerva up the Binu River, and was present at the capture of the chief's stronghold (met with Binu River, 1894) (clasp), and he also took part in the expedition against King Koko, up the Brass River in 1895 ("Brass River, 1895" clasp). He got his M.V.O. in 1906.

Wanted—an Indian Fleet. "The Civil and Military Gazette," of Lahore is publishing a series of articles urging a reciprocal system of naval defence for the Eastern Dependencies and the governing colonies. What is wanted, in the writer's opinion, is that the Indian Ocean Dependencies should supply the nucleus of an Eastern defence system consisting of a fleet and expeditionary force which, by co-operating with the Dominions, would secure naval concentration where most needed to safeguard the sea-lane trade and furnish safe sources of reinforcement for the garrisons of Egypt and India, besides providing against the new naval factor that have arisen in the Pacific.

TO LET.

TO LET.—No. 149 "Magazine Gap," Peak, from the 1st October. Houses in "Torres Buildings" Kimberley Road, Kowloon. Apply to—SPANISH DOMINICAN PROCUROUR.

TO LET.—Ranfurly, No. 11 Conduit Road. GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—BOARD & RESIDENCE offered in house on higher level. One very large room with separate dressing room and closed in furnished verandah. Bath room attached. Every convenience. Apply "PITVILLE" c/o "Hongkong Telegraph."

TO LET.—No. 2 Minden Villas, Mody Road, Kowloon. Five Rooms, Tennis Court. FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf.

Apply to H. M. PREYERS ESTATE & FINANCE CO., LTD. Alexandra Buildings.

TO LET.—(from 1st July 1913) No. 2 Mountain View, The Peak. Apply LINSTED & DAVIS. Hongkong, 9th June, 1913. [345]

TO LET.—104, A, The Peak, from 1st November, 1913, partly furnished.

Apply S. J. DAVID & Co., Prince's Building.

Captain Brewis, R.O.Y.L.I. Captain F. B. Brewis, 1st Battalion King's Own Light Infantry, has been detailed for a tour of duty with the 3rd Reserve Battalion, Pontefract.

NOTICES.

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Personal attention is given to the examination and the fitting of lenses that will relieve all trouble. The only charge is for the glasses.

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The Farm is under EUROPEAN SUPERVISION and every attention is paid to the PROPER GROWING OF VEGETABLES, and the Poultry of EUROPEAN STOCK. Try Our Delicious CRISP SALADS! Grand Hotel, Queen's Road.

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BUT WE WON'T

WE WOULD MAKE THEM BETTER

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GREEN FIGS IN MARASCHINO.
CHERRIES IN MARASCHINO.
MARRONS IN VANILLA SYRUP.
VEGETABLES IN BOTTLES & TINS.
WHOLE ROAST CAPON IN JELLY.
WHOLE ROAST CHICKEN IN JELLY.

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The object of this paper is to publish correct information, to the great truth and print the news without fear or favour.

情無非與真省事聞要訪探大正論旨宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 19, 1913.

PRESERVING ANCIENT MONUMENTS.

It has long been recognised that public authorities have in the past paid too little attention to the preservation of the many ancient monuments scattered up and down the United Kingdom in the form of buildings, cromlechs, Roman ruins, etc. More often than not it has been left to local societies to keep an eye on them, but despite the very admirable work which these bodies have done, cases of unpardonable vandalism have occasionally been reported. We have, indeed, known of an instance in which the servants of a District Council were actually found blasting a very old monument to pieces in order to secure material for metalling the roads. It is only right and opportune, therefore, that the law in relation to the acquisition, guardianship and protection of these landmarks should be amended and consolidated, as it probably will be in the near future.

It may be recalled that two sessions ago, no fewer than three Bills dealing with this subject came before the House of Lords, and in the end a Special Committee of the House was appointed to consider them. This Committee deliberated on the matter, and the result of their conclusions is a new Bill which is being put forward by the First Commissioner of Works. Some of the provisions of this measure are worth noticing. The first part of the Bill provides for the purchase, by agreement, of any monument within the meaning of the Bill, by a local authority, and for the acceptance by either the Commissioners of Works or a local authority of any monument bequeathed to them for preservation. An important provision in the second part of the Bill gives power to the Commissioner of Works to be constituted the guardians of other monuments not actually in their possession, and lays it down that, once this guardianship has been established, it shall continue, even should the property pass into other hands. But the question of preserving our monuments is not to be left entirely in the hands of public bodies; the framers of the Bill have wisely sought the co-operation of societies interested, and from the principal of these has been constituted an Ancient Monument Board. By the Bill this Board is given power to report if any monument is in danger of destruction, in which case the Commissioners may make an order placing the monument under their protection. Very wide powers are given to the Commissioners under this part of the Bill. It is not possible to trace at length the many other features of the measure, but there are two at least which deserve emphasising. One empowers the infliction of a substantial penalty upon anyone guilty of defacing monuments; while another places in the hands of local authorities power to regulate styles of architecture for new buildings in harmony with old buildings in the neighbourhood, and to prohibit or restrict the display of advertisements outside any of these. Sufficient has been outlined to show that the new Bill is a most comprehensive and carefully-drawn measure. It has not been launched any too early, and it is much to be hoped that it will soon become an Act of Parliament. If it does, and its provisions are properly applied, it should be almost impossible for any historic structure in the country to fall into a state of utter decay. This is a sensible, useful and much needed legislation; which is more than can be said for a big proportion of the measures which, in recent times, have been claiming the attention of our Parliamentarians.

"Quite the Gentleman."

Jack Johnson, the black pugilist, has a lot to learn yet, but he never so wise in his own conceits. We stated on Wednesday that he has been telling the Paris correspondent of the *Globe*: "I am a gentleman!" We seem to remember being taught, in childhood's blissful days, the maxim: "Remember, no gentleman ever says that he is a gentleman," and we should like to see Mr. Johnson laying that valuable lesson to heart. Every man to his taste, of course, but we should have thought that had the manners and morals and habits of our boxing friend been of the exquisite order he himself esteems them to be, the United States would not have been in so extreme a hurry either to get rid of him or else to clap him in goal. We cannot help feeling some regret when we read that an old-established and high-standing paper like the *Globe* should have condescended to, or chronicled the maudlin and slanderous remarks of a ruffian of Johnson's type. To allow him to say in a British paper that the English are against him because he has beaten white champions is to condone a gratuitous insult to all English-speaking sportsmen.

Getting Out of Hand.

We have often pointed out that one of the dangers of Trades Unionism is the tendency of the men to get out of hand—to ignore discipline. This is pointedly being illustrated in the trouble which has arisen in the ranks of the railwaymen at Home within the past few days. The railwaymen at Liverpool refused to handle Irish traffic "out of sympathy with the Dublin strikers," dismissals followed, then a strike. And the same thing has occurred at Birmingham, where the men declined to have anything to do with Liverpool goods. This, be it remembered, only two days after their own leader, Mr. Thomas, had condemned sympathetic and sectional strikes as "leading to anarchy." It is quite obvious that when these men are piqued, they will not listen to their own officials or anybody else.

Interport Polo.

Hongkong has suffered another reverse at the hands of Shanghai, as a result of yesterday's polo match. It was somewhat of a surprise that the Hongkong men did not make a better showing, since they have constantly played on a field which does not allow of a pony being driven well back at the goal. The conditions were certainly against the visiting team, as they could not have had time to practise the checking of the pony's speed at the vital moment. On the whole, they surmounted the difficulties admirably, and their victory is all the more praiseworthy for that fact. In all departments the Shanghai men were undoubtedly superior, except in riding off; in this they were no match for Hongkong. We only wish, however, that in all contests, of this kind the victory should go to the team winning the best out of three matches, as in the International games.

Mr F. E. Smith.

We feel genuinely sorry to read that Mr F. E. Smith seems almost decided to throw in his lot with Sir Edward Carson, again, over his mountebank methods of protesting against Home Rule. When the last anti-Home Rule campaign began, many months ago, Mr. Smith was well to the fore, certainly; but we had quite thought that the dummy-rifle game, with all its attendant foolery, had sickened him of such methods of carrying on political warfare. Undoubtedly he became lukewarm for a time and left Sir Edward Carson to continue his pranks more or less alone, but now he seems to have been inveigled into lending his name again to the extremist programme. If he stops at going round the country preaching against Home Rule no harm will, perhaps, be done; but those who join Sir Edward Carson must be prepared at any time to be let in for the first mad scheme that may happen to enter that worthy's head. And in politics, as in every-day life, a man is largely known by the company he keeps.

DAY BY DAY.

Kinship is a matter of spirit and not of blood.

The Mails.
Australian Mail.—Closes per a.s. St. Albans at 9 a.m. to-morrow.

American and Canadian Mails.—Despatched per a.s. Hongkong Maru at 1 a.m. to-day.

American and Canadian Mails.—Closes per a.s. Korea at 11 a.m. to-morrow.

Siberian Mail.—Closes per a.s. Kalgan at 5 p.m. to-morrow.

Medical Visitor.
Dr. Ainslie of Amoy is staying at the Hongkong Hotel.

Bricklayer Injured.
A Chinese bricklayer working on the roof at 28 St. Street has been removed to the hospital as the result of a fall.

Bathing Postponed.
The bathing arranged by the Tramway Company to take place at North Point to-night has been postponed to a date to be announced later.

Only one Court.
Owing to the departure of Mr. Geoffrey Norman Orme, and the non-arrival of Mr. J. R. Ward, there is only one Court sitting, at the Police Court.

The Disappearing Tailor.
A Chinese shopkeeper at Shing Wang Street, reports that he gave a Chinese tailor 14 pairs of trousers valued \$7 to make and he has disappeared with them.

The Bible and Science.
The Rev. C. Bone will preach at the Wesleyan Church, Wan-chai, on Sunday evening next, at 8.15 on "The Bible in the light of modern Science and general knowledge."

Postponed.
In consequence of the bad weather, the final in the Lawn Bowls Championship, fixed for to-morrow on the Police Club grounds, has to be postponed. The date will be announced later.

Stolen Clothes.
A Chinese was, at the Police Court, this morning, sentenced to one month with hard labour and four hours' stoppage for stealing clothes the property of Mrs. Johnstone, 4, Minder Road, Kowloon.

Alaska-Siberian Film.
Mr. George Smalls, present the Alaska-Siberian film at the Peak Hotel on Monday, September 22, at 9.15 p.m., under the patronage of H. E., the official administering the Government, Mr. Oland Severn.

A Doubtful Story.
A Chinese farmer in the new territory report that his son was coming home from school on Wednesday, when he was assaulted and robbed of a jade-stone bangle valued at \$5. The police look on the story with suspicion.

Trespassing.
At the Police Court, this morning a German named Arnold Ast, who was found within the fortification at Lyemut, was charged before Mr. Hazeland, with trespassing, and find \$25 or in default one month's hard labour.

Fourteen Witnesses.
In the murder case which was continued at the Criminal Sessions to-day, before the Chief Justice, no fewer than fourteen witnesses were available to give evidence for the prosecution if called upon. By noon the evidence of five had been taken.

A Three Weeks Chair Journey.
Mr. Yen Yu Chuen who passed the recent Matriculation examination and is now a First Year Undergraduate in Arts took 40 days from his home in Szechwan to Hongkong, three weeks of which were spent in a chair journey from his home to Ichang.

THE MAXIMUM PENALTY.

At the Police Court, this morning, a Chinese was charged by Sergeant Pincoot with being in unlawful possession of two boxes of ammunition which were concealed under each arm, and a revolver which was tied round his body, on the "Empress of India." The maximum penalty for this offence is \$250, or in default three months, was imposed.

THE TYPHOON.

CENTRE PASSES WITHIN 50 MILES OF HONGKONG.

Residents of the Colony were not a little surprised when shortly after 6.30 last evening, the black typhoon signals, after being hoisted down twelve hours previously, were again hoisted. The Observatory report for yesterday stated that the typhoon entered the coast near Swatow that morning and was filling up, and it was in consequence of that fact that the signals were lowered. Later on, however, it appears to have deepened and to have curved in the direction of Hongkong, approaching the Colony, not by the sea as usual, but over land. It seems to have come within 50 miles of the Colony, and though there are reports of damage from many quarters these are not nearly so serious as those of the typhoon of a month ago.

A Telegraph representative called on Mr. Claxton, the Director of the Observatory, this afternoon for information regarding the typhoon. The Director said: "The typhoon entered the coast near Swatow yesterday morning and was then filling up. After entering the coast, however, it developed rapidly and came within 50 miles of Hongkong, north of the Colony, at 11 p.m. yesterday. It appears to be in the vicinity of Canton now, but it is rather doubtful what it is doing. It may be filling up or it may be nearly stationary." Mr. Claxton added that the greatest velocity of wind recorded was a squall of 70 miles an hour at 1.15 this morning, while the lowest barometer reading was 29.33 at 11 o'clock last night.

In consequence of the typhoon, telegraphic communication with Swatow and Canton is at present interrupted.

Black Signals Hoisted.

The sudden hoisting of the black inverted cone at about six o'clock last evening was by no means unforeseen by those who were watching the barometer during the day, for a drop in the mercury announced that something in the nature of unsettled weather conditions was about due. Things remained fairly quiet, however, until shortly after seven o'clock when rain commenced to fall in appreciable quantities and increased as the wind rose. At about eight o'clock the harbour was fairly clear of shipping and these vessels, that had not already sought shelter in Kowloon Bay and behind Stonecutters made off in those directions with all possible speed.

The Star Ferry.

Shortly after nine o'clock it became doubtful whether another ferry would be able to run, but at 9.10 a ferry was allowed to depart. At the time the wind was fairly high and a heavy sea was running, but at length, with a large number of passengers, a start was made. The passage was by no means an easy one and it was with some difficulty that the Kowloon Wharf was made, the force of the waves crashing the vessel into the side of the pier several times. The passengers were safely landed and the vessel was able to get away for shelter. From nine o'clock onwards, the wind increased in velocity and, at about midnight, it seemed to have reached its maximum force, coming in gusts that in places tore sign boards down and did considerable damage to the trees.

The Damage.

At 12.30 the wind was at great strength and while the sights of the last typhoon were not repeated to any great extent, a walk along the piers, whenever it was possible was certainly full of interest. The tide was not high at the time and, consequently the wind was unable to force the water up to flood the piers as it did on the former occasion. At intervals huge volumes of spray, from the waves dashing against the walls, were carried over the roadway, but at no time was there anything in the nature of flooding. A walk along the piers this morning showed that very little damage had been done to the shipping on this side of the harbour, and next to nothing to the piers on this side. The only one which seemed to have sustained injury was a Chinese structure just so much as that the trip across

opposite the Empire cinema, where a weak roof structure was blown off. The sanitary department's jetty near part of which was leafage and trees limbs bearing ample testimony to the direction in which most damage had been done. It was, indeed, the trees which suffered most and in practically every roadway branches and leaves were strewn about. At the bottom of Garden Road one of the trees at the side of Queen's Road, was blown down.

Outside the Telegraph Offices a lamp-post in the middle of the street constructed in this work style has been badly twisted and bent, but beyond this and the injury to trees little seems to have been hurt in the city proper.

Junk People Suffered.

Among the floating population the tale is not quite so happy, and while the official reports have not all come in yet, there is evidence to show that in one or two localities junk people have suffered to some extent. In the Mongkokisai typhoon-refuge some launches have been damaged, and reports have been made by two junk owners of the loss of their vessels. In one instance a junk containing a cargo of about thirty tons of coal capsized, and another was forced up against some rocks and sunk. At Bowditch the remains of wreckage point to a similar fate having overtaken a boat or boats at this point, and damage of a similar nature is reported from East Point and Kennedy Town.

An Exciting Experience.

A party of Europeans had a most exciting experience last night when travelling by the 8.30 ferry to Kowloon. On the city side, the water did not appear very rough, but certainly looked choppy. The ferry had hardly got under way however, when a decided motion was felt. It was not until approaching mid-stream, that the effects of the swirling waters were felt with any discomfort. In an instant the boat commenced to roll violently, and at one period reached a very dangerous angle. The lady passengers became nervous, and men looked eagerly through the windows of the cabins for a glimpse of the Kowloon lights. Just before reaching the pier, another wave came along with terrific force, and, being assisted in its progress by a fast and furious wind, it sent the boat violently to port, and the whole frame-work of the craft trembled as the propeller came out of the water. To walk was almost impossible, and even when under the protection of the wharf, passengers were tossed backwards and forwards as they tried to reach the gangway from the cabins. The boat got alongside eventually, but the current by the pier was so strong, that one man went over the floating platform, and the next moment would be within a few inches of slipping off the platform. The floating platform itself bobbed up and down like a cork in the sea, and to disembark was attended with no little risk. As the boat heaved towards the pier, instructions were called out to the passengers to run down the gangway, and to come down one at a time. Just as one lady was about to run down it was found necessary to haul up the gangway again, and it was hauled up just as she had commenced her effort to get off, with the consequence that she ran right into the gangway. After a severe struggle, however, the passengers were got clear, and the last moved off from the wharf. She had no sooner got clear of the new pier than the David Gellias bore down as though proceeding to the docks. Sirens were blown and the people on the wharf were afraid that a collision would result. This was not so, however, as those in charge of the respective boats skillfully avoided each other.

Passengers who left by the next boat from Hongkong at 8.45 p.m., had an equally unpleasant experience. The boat was badly buffeted about by wind and waves, and the trip across

took fully fifteen minutes. Occasionally a wave would strike the craft with tremendous force, sending the spray right over the top deck, and it took the coxswain all his time to keep his course. All the European passengers, of course, confined to the deck houses, and so pronounced was the pitching and the rolling that two at least were unable to save off *mal de mer*. It was a risky business disembarking on the Kowloon side, where the Ferry Company had a special staff on duty to render necessary assistance. When the gangway was at a convenient angle, the passengers were shouted to, to hurry ashore, and as they came on to the gangway they were literally pulled on the landing stage by the Ferry men. All on board were thankful that they had come through without harm.

We have been informed by a European gentleman who travelled by the last ferry to Kowloon last night, just after nine o'clock, that the passengers experienced so much difficulty in landing that a number of Chinese, and a European, who appeared to be a missionary, had to be taken to the typhoon refuge with the launch, through being unable to land. Many of the passengers on the boat feared they would never reach Kowloon, so fierce was the gale at the time.

Shops Closed.

The shops in Kowloon, at least those in Canton Road, had taken time by the forelock and had closed before damage by either wind or rain could be done to their stock. Later in the night, there was an accident at the swing bridge on the Kowloon wharf—the bridge spanning the entrance to the Police chamber. It appears that a junk was making for the protection of the chamber and turned her head dead on to the entrance. The current played havoc with the steering and she crashed into the bridge that was slightly projecting over the entrance. The bridge railings were damaged and the junk collapsed, concertinas or Venetian blind fashion, and the remains now lie on the slipway in the chamber. It was remarkable that no lives were lost, and it appears that those who occupied the junk were able to gain security ere the boat collapsed. The small motor boat belonging to the police has sunk in the chamber, and one lighter is, at the time of writing, being kept afloat by a launch. It is water logged and appears to have suffered considerable damage. Two other lighters were damaged on the Kowloon side, as was the wall close by the swing bridge.

At the ferry pier on the Hongkong side it was found necessary to allow the floating platform to become filled with water and sink to the cables in order to prevent it being damaged, and this morning, as passengers from Kowloon landed, they had to negotiate a very steep descent down the gangway on to a wooden construction made to represent the floating platform. Men were however early at work pumping out the water.

Incidents.

The coxswain of the Sanitary Board launch No. 2, has reported that while making for Yau-mai-sher, having a barge in tow, the tow rope fell foul of the propeller and the boats drifted towards the Naval coal chamber breakwater, Kowloon, and both the launch and the barge sunk, but fortunately without loss of life.

Telephone wires and poles are broken on Bonham and Hospital Roads.

Mr. Frank Lammert has reported to the police that last night he saw a Chinese man towards the V.R.O. along Chai-naught Road, and jump into the Harbour. The man was not seen again, and it is believed that he was insane.

At nine o'clock a junk anchored at Kennedy Town with a full cargo on board got adrift and was broken up. The junk was valued by its owner, who escaped at \$2,500 excluding cargo.

At 4 a.m. this morning a matchless in which were some workmen of the Spanish Protection engaged on the new building in Observation Road, Kowloon, collapsed, and it is reported that two men were crushed to death and several injured by falling. (Continued on page 10.)

TELEPHONE No. 135

Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	24th Sept.
Empress of Asia	8th Oct.
Empress of Japan	2nd Oct.
	Allan Line
	Empress of Britain
	30th Oct.
	Allan Line
	20th Nov.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates, of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Peddar Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Capt. Sullivan, will be despatched for YOKOHAMA KOBE and MOJI on 21st Sept.
S.S. "JAPAN," 6,013 tons, Capt. Seddon, will be despatched to SHANGHAI, KOBE and MOJI on 25th Sept.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. Ramage, will be despatched on 23rd Sept.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, Sept. 15th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 19th SEPTEMBER.

10.00 p.m. "KINSHAN," 5.00 p.m. "FATSHAN."

SATURDAY, 20th SEPTEMBER.

8.00 a.m. "HONAM," 8.00 a.m. "HEUNGSHAN."

10.00 p.m. "FATSHAN," 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776, Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651 S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO

SUNDAY, 21st September.

The Company's Steamship,

"HEUNGSHAN,"

will depart from the Company's Canton Steamers' Wharf at 9 a.m. and return from Macao at 4 p.m.

N.B.—There will be no sailings on Sunday from Macao at 7.30 a.m. and from Hongkong at 12.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

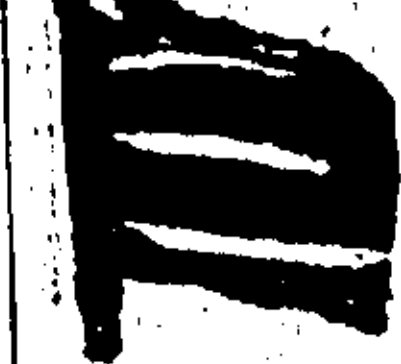
(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination	Steamers	Sailing Date	
MARSEILLES, LONDON & AN- TWERP, via Singapore, Penang, Colombo, Suez, and Port Said	IYO MARU Capt. Wrase HIRANO MARU Capt. Fraser	T. 12,500 T. 16,000	{ WED'DAY, 24th Sept. at daylight. { WEDNES., 8th Oct. at d'light.
VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	SADO MARU Capt. Asakawa YOKOHAMA MARU Capt. Wada	T. 12,500 T. 12,500	{ TUESDAY, 23rd Sept. at 4 p.m. { TUES., 7th Oct., at noon.
SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane	KUMANO MARU Capt. Winckler INABA MARU Capt. Tomimaga	T. 9,300 T. 12,500	{ WED'DAY 24th Sept. at noon. { WEDNESDAY, 22nd Sept. at noon.
CALCUTTA via Spore, Penang & Rangoon	CEYLON MARU Capt. Noguchi	T. 12,000	{ MONDAY, 22nd Sept.
BOMBAY via Singa- pore and Colombo.	KAMO MARU Capt. Kawa	T. 16,000	{ THURSDAY, 25th Sept. at 11 a.m.
KOBE & Yokohama	INABA MARU Capt. Tomimaga	T. 12,500	{ TUESDAY, 23rd Sept. 5 p.m.
SHANGHAI, Kobe and Yokohama ..	PENANG MARU Capt. Murazumi	T. 12,000	{ SATUR., 27th September.
SHANGHAI, Kobe and Yokohama ..	KANAGAWA MARU Capt. Machida	T. 12,500	{ MONDAY, 29th Sept.

Cargoes only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"KALAN"	20th Sept. at m'night
MANILA, CEBU & ILO.	"CHINHUA"	23rd Sept. at 4 p.m.
WEIHAIWEI & TSIN	"HUICHOW"	25th Sept. at noon
SHANGHAI	"LUCHOW"	25th Sept. at 4 p.m.
SHANGHAI	"YINGCHOW"	27th Sept. at m'night

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & "TAIYUAN".....24th Sept. at 3 p.m.
Australian ports

DIRECT SAILING TO WEST RIVER, twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming" and "Teau"—Excellent saloon accommodation—midships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE—The Twin Screw steamers "Anhui" "Chenan," "Linan" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 38

Hongkong 19th Sept. 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG"

CAPT. PANNIER

Will leave Shortly for Haiphong direct

For Freight and passage apply to M. SAINT CLAIR

de RUSSIERRE, Agent

MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	T.	Captains	For	Sailing date
RUBI	4000	F. S. McMurray	Manila Mangarin, Cebu and Iloilo.	WED'DAY, 24th Sept. 4 p.m.
ZAFIRO	4000	J. Miller	Manila Mangarin, Cebu and Iloilo.	SATU'DAY, 4th Oct. 4 p.m.

Electric light Fans in every cabin; competent stewardses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO

GENERAL MANAGERS

Hongkong, 15 Sept. 1913.

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
[Jikini]			JAVA	2nd half Sept.
[Jibodas]	JAVA	2nd half Sept.	S'HAL	2nd half Sept.
[Jiljatap]	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
[Jilmanok]	S'HAL	1st half Oct.	JAVA	1st half Oct.
[Jilmanok]	JAVA	1st half Oct.	JAPAN	1st half Oct.
[Jilmanok]	JAPAN	1st half Oct.	JAVA	1st half Oct.
[Jilmanok]	JAVA	1st half Oct.	S'HAL	2nd half Oct.
[Jilmanok]	JAVA	1st half Nov.	JAPAN	1st half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yora building.

Telephone - N. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of Sailing
S.S. "Hongkong Maru"	11,000	S. Togo	Sept. 19, at noon
S.S. "Shinyo Maru"	22,000	H. S. Smith	Sept. 25, ..
S.S. "Chiyo Maru"	22,000	W. W. Greene	Oct. 17, ..
S.S. "Nippon Maru"	11,000	A. G. Stevens	Nov. 5, ..
S.S. "Tenyo Maru"	22,000	E. B. Bant	Nov. 11, ..

The S.S. Hongkong Maru will be despatched for San Francisco via Manila, Kobe, Nagasaki, and Honolulu on Thursday 19th Sept. at noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, October 4, at Noon.
Anyo Maru	18,500	Wednesday Dec. 3, Noon.
Kiyo Maru	17,200	Thurs. Feb. 5, 1914 at noon

For further particulars as to Freight and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA.
10,000 tons, twin screws. 10,000 tons twin screws. 10,000 tons, twin screws. 10,000 tons, twin screws.

Alto NILE, 10,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COST to London by this route, with its unrivalled opportunities to Europe, return ticket (see To San Francisco via Japan and Honolulu) the cost is 40s. By the 1st of October 1913, 40s. 1st Class accommodations are provided for 1st to 10th class (1st and 2nd class) and 3rd class (3rd and 4th class) for Army and Navy, Officers, Diplomats, Consular or Civil Service.

Steamer: Korea..... 18,000 Tons Sailing Sept. 20, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG. Leave Hongkong. Arrive Manila. Leave Manila. Arrive Hongkong.

Oct. 15 "CHINA" Oct. 16. Sept. 24 "SIBERIA" Sept. 25.

Oct. 15 "PERSIA" Oct. 16. Oct. 30. Oct. 4.

Intermediate Steamers. King's Building (Opp. Blake Pier). R. C. MORTON, Telephone No. 141.

Hongkong, 19th Sept. 1913. Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR AMOY AND FUOOHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

"JAYANG" A. E. Hodgins FRIDAY, 19th Sept. at 11 a.m.

"HAIHINO" W. O. Passmore TUESDAY, 23rd Sept. at 11 a.m.

"JAYANG" J. S. Roach TUES, 26th Sept. at 11 a.m.

FOR SWATOW.

"HUMUN" J. W. Evans SUN, 21st Sept. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near "Blake Pier."

For Freight and Passage, apply to Douglas, Lapraik & Co. General Managers.

LOG BOOK.

New H. A. L. Service.

The new service of the Hamburg-America Line from Emden to the East and Asia will begin on October 4.

Theft from P. and O. s.s. Syria. At West Ham Police Court recently Jeremiah Page, 46, labourer, of Benson-road, Grays,

was charged with stealing and receiving a box of cigars, the property of the P. and O. Company. Mr. J. D. Cassels prosecuted.

The evidence showed that the cigars were part of the steamship Syria of Antwerp, and were being transhipped in a case into the barge Malta in the Royal Albert Dock. Mr. Cassels told the Court that the P. and O. Company lost thousands of pounds' worth of property as a result of the petty pilferings that went on. Page was fined £4 or one month.

Notice to Mariners. China Sea.—Shanghai District.

Yungking Crossing.—Notice is given that a recent examination made of the crossing shows that the western end of the channel has changed considerably and the channel generally has shoaled to 18ft., and that on or about the 14th instant the following change will be made in the positions of the West Spit and First Crossing Buoys: The West Spit gas-lighted Buoy will be shifted 13.3 cables S. 47 degrees E. from its present position, be placed in 40 feet of water and retain its former characteristics. The First Crossing Buoy will be shifted 5 cables S. 20 degrees W. from its present position, be placed in 16 feet of water and retain its former characteristics. All bearings given are Magnetic and depths are reduced to Low Water of Spring Tides.

China Coast Gazette. Captain E. J. Pottinger, from leave, has gone master, Yingchow.

Captain McIntosh, of the Yingchow, is on leave.

Mr. J. Smith, chief engineer, Yingchow, is on leave.

Mr. D. Barlow, from reserve, has gone chief engineer, Yingchow.

Mr. O. Phillips supernumerary, Hsin Peking, has gone second officer, Kwangse.

Mr. W. Booth, second officer, Kwangse, is on reserve.

Captain Edwards, of the Shasi, is on leave.

Mr. H. Somme, chief officer, Poyang, has gone master, Shasi.

Mr. W. McDonald, from reserve, has gone chief officer, Poyang.

Mr. J. McLeavy, chief officer, Kalgan, is on leave.

Mr. A. Russell, second officer, Shengking, has gone acting officer, Kalgan.

Mr. W. Elliot, from reserve, has gone second officer, Shengking.

Mr. G. Brown, chief engineer, Hsien, has gone chief engineer, Hainyu.

Mr. J. Steward, chief engineer, Hainyu, has gone chief engineer, Kwangtshai.

Mr. G. Wallace, chief engineer, Kwangtshai, has gone chief engineer, Hsien.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

MANILA via Swatow.....YUENSANG*...Sat., 20th Sept. at 2 p.m.

SHANGHAI via Swatow.....WINGSANG*...Sun., 21st Sept. at 4 light

SHANGHAI via Swatow.....CHOYSANG*...Tues., 23rd Sept. at noon

SHANGHAI via Swatow.....NAMSANG*...Fri., 26th Sept. at noon

MANILA via Swatow.....LOONSANG*...Sat., 27th Sept. at 2 p.m.

SINGAPORE via Swatow.....FOOKSANG*...Tues., 30th Sept. at 2 p.m.

RETURN TOURS TO JAPAN Occupying 24 days.

The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatsang," and "Sulsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 18 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

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*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

†Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

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LONDON & ANTWERP.....VESTALIA.....25th October

LONDON & ANTWERP.....DEN OF RUTHVEN.....10th Nov.

LONDON & ANTWERP.....DENBIGHSHIRE.....20th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

VTORIA VVER, STLE, DEN OF GLAMIS.....20th September.

TACOMA & PLAND.....

VTORIA VVER, STLE, DEN OF AIRLIE.....16th November.

TACOMA & PLAND.....

VTORIA VVER, STLE, MONMOUTHSHIRE.....4th December.

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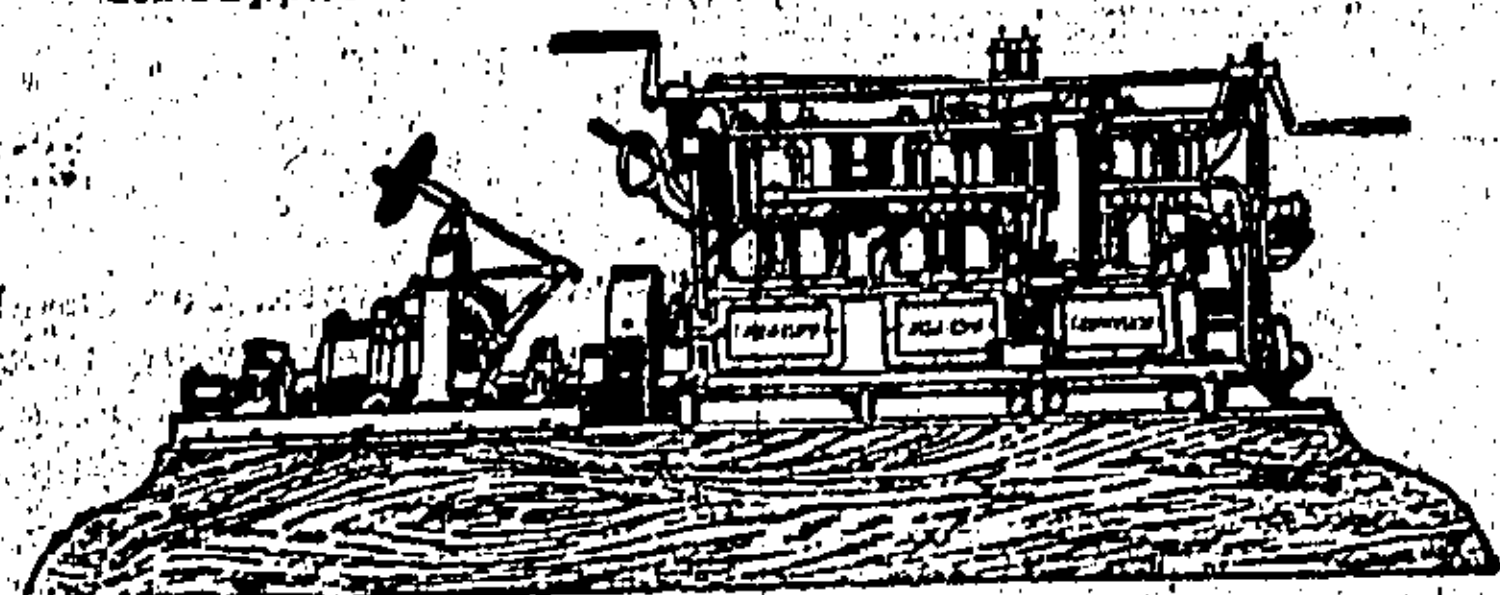
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EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched
London & Antwerp etc.	Radnorshire	J.M. Co.	12 Oct.
London & Antwerp etc.	Vore	P. & O.	1 Oct.
London & Antwerp etc.	Vestalia	M. Co.	18 Oct.
London via Usual Ports of Call	avre & Hamburg	P. & O.	27 Sept.
Trieste, Piume, Venice, S'apote	ssaye	A. L.	1 Oct.
Marseilles, E'den & Hamburg &c.	luatra	W. Co.	1 Oct.
Marseilles via S'gon, S'pore, C'be,	Spezia	H. A. L.	3 Oct.
Port Said	Magellan	M.M. Co.	23 Sept.
Marseilles via Singapore	Iyo Maru	N. Y. K.	24 Sept.
Marseilles, Havre & Hamburg	Hoards	B. A. L.	5 Oct.
Marseilles, London & Antwerp	Hirano Maru	N. Y. K.	8 Oct.
G'asgow, London & Antwerp	Hienlogan	S. T. Co.	7 Oct.
Rotterdam, U'burg & A'werp &c.	Sachsen	H.A.L.	12 Oct.

NEW YORK SAN FRANCISCO AND CANADA.

B'ton & New York via Suez Canal	A. Prince	A. K.	29 Sept.
New York	Shimosa	D. & Co.	9 Oct.
San Francisco via Shanghai etc.	Korea	M. Co.	20 Sept.
San Francisco via K'ing & Japan	Siberia	P. M. Co.	4 Oct.
Vancouver via S'hai Japan etc.	E. of India	P. R.	4 Sept.
Via B.C. & T'ma via K'lung etc.	Mexico M.	O. S. K.	15 Oct.
Victoria, B.C. & S'ile via Keelung &c.	Awa Maru	N. Y. K.	23 Sept.
Vancouver, Seattle etc.	C. F. Laeiz	H. A. L.	30 Sept.
Victoria B.C. & Seattle etc.	Sado Maru	N. Y. K.	23 Sept.
Victoria, Vancouver & Seattle,	D. of Glamis	J. M. Co.	23 Sept.
Victoria B.C. & Tacoma etc.	Seattle Maru	O. S. K.	2 Oct.

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	19 Sept.
Australian Ports via Manila	Taiyuan	B. & I.	24 Sept.
Australian Ports via Manila	Kuzmano M.	N. Y. K.	24 Sept.
Australian Ports via Manila	Cublerz	M. & Co.	4 Oct.

SINGAPORE COAST PORTS AND JAPAN.

Mexican, Peruvian & Chile etc.	Buyo Maru	T. K. K.	4 Oct.
Moji, Kobe & Yokohama	Indo Maru	O. S. K.	20 Sept.
Kobe, Moji & Yokohama	Jelunga	D. S. Co.	23 Sept.
Kobe and Moji	Japan	D. S. Co.	25 Sept.
Kobe	Perle	S. W.	27 Sept.
Yokohama and Kobe	China	S. W.	27 Sept.
Kobe etc.	Fultala	J. M. Co.	29 Sept.
Moji, Kobe & Yokohama	Buyo Maru	T. K. K.	4 Oct.
Kobe, Shanghai & Moji	Luzon Maru	O. S. K.	30 Oct.
Weihaiwei & Tientsin etc.	Penang M.	N. Y. K.	27 Sept.
Nagas. ki, Kobe & Yokohama	Yufu Maru	B. & S.	27 Sept.
Nagasaki, Kobe & Yokohama	A. B. hio	M. M.	27 Sept.
Shanghai	Imbri Maru	N. Y. K.	23 Sept.
Shanghai, Kobe & Yokohama	Tibodas	F. O. J. L.	5 half 3
Shanghai	Albenga	H. A. L.	10 Sept.
Shanghai	Chenpan	B. & S.	20 Sept.
Shanghai	Syria	P. & O.	20 Sept.
Shanghai	Luohow	B. & S.	25 Sept.
Shanghai	Albeng	H. A. L.	20 Sept.
Shanghai	Kalgas	B. & S.	20 Sept.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	23 Sept.
Shanghai, Kobe & Yokohama	Haiching	D. L. Co.	23 Sept.
Singapore, Penang & Calcutta	Uedmark	H.A.L.	23 Sept.
Shanghai and Moji	Fooksang	J.M. Co.	30 Sept.
Bombay via S'pore & C'obomb	A. Apoor	D. S. Co.	27 Sept.
Swatow	Rangoon M.	N. Y. K.	29 Sept.
Shanghai	Halmun	D. L. Co.	21 Sept.
Shanghai	Yingchow	B. & S.	27 Sept.
Shanghai	Tijpanas	J. C. J. L.	27 Sept.
Manila	Yuensang	J. M. Co.	20 Sept.
Manila, Manzanar, Iloilo & Cebu	Rubi	B. T. Co.	24 Sept.
Manila, Cebu and Iloilo	Chinhua	B. & S.	23 Sept.
Manila	Loongsang	J. M. Co.	27 Sept.
Manila Mangarin, Iloilo & Cebu	Zafiro	S. T. Co.	4 Oct.
Calcutta etc.	Ceylon M.	N. Y. K.	20 Sept.
Singapore, Penang & Calcutta	Olwara	D. S. Co.	23 Sept.
Bombay via Singapore, Colombo	Salgon M.	O. S. K.	22 Sept.
Japan	Tilmanook	J. O. J. L.	5 half 3
Java	Tikini	J. O. J. L.	5 half 3
Java	Tijaoem	J. O. J. L.	5 half 3
Java	Tijamhi	J. O. J. L.	5 half 3
Java	Tijitap	J. O. J. L.	5 half 3
Java	Tijilwong	J. O. J. L.	5 half 3
Kobe and Yokohama	Kamo Maru	N. Y. K.	25 Sept.
Shanghai, Kobe and Moji	Namsang	J. M. Co.	26 Sept.
Jessellton, Kudat and Sandakan	Porneo	M. & Co.	End of S.

S.O.A.E.O.

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San Francisco, Korea, Philippines, Yuenan, Macao, Sui Tai, Swatow, Wingang, Shanghai, Kalgan, Yokohama, Jelunga.	

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Sydney, Honolulu, Eastern, Honolulu, Buvo Maru, Shanghai, Choyang, Manila, Rubi.	

AMERICAN MAIL.

The P.M. s.s. Siberia sailed from Yokohama for Hongkong via Manila on the 15th inst. The United States mail has been transferred to the Messageries Maritimes s.s. Magellan due to arrive in Hongkong on the 23rd inst.

CANADIAN MAIL.

The C.P.R. s.s. Empress of Asia left Vancouver on the 10th inst., and is due to arrive at Hongkong on the 29th inst.

The C. P. R. s.s. Montague left Yokohama on the 10th inst., at 4 p.m., and is due to arrive at Vancouver on the 24th inst.

AUSTRALIAN MAIL.

The E. & A. s.s. Eastern left Sydney for this port (via Queensland Ports Timor and Manila) on the 27th ult., and may be expected to arrive here on the 20th Sept.

The N. Y. K. s.s. Inaba Maru (Australian Line) left Sydney for this port via ports on the 3rd inst., and is expected here on the 32nd inst.

MERCHANT STEAMERS.

The H. A. L. s.s. Gracia left Tsingtau on the 17th inst., p.m., and may be expected here on or about the 22nd inst., a.m.

The P. & O. s.s. Syria left Singapore for this Port on the 17th inst., at 8 a.m., and is due here on the 2nd inst. at about 8 a.m.

The P. & O. s.s. Sumatra is expected to arrive at Colombo on the 19th inst., at 5 a.m.

The R. V. F. s.s. Vladimir, on account of going into dry dock at Nagasaki, is expected to arrive at Hongkong four days later, September 19.

The T.K.K. s.s. Buvo Maru left Manzanillo for Honolulu on the 28th July and is due in Hongkong on the 20th September.

The Swedish East Asiatic Co. s.s. Peking left Port Said on the 2nd inst., and is expected to arrive here on the 28th inst.

The N. Y. K. s.s. Aki Maru (European Line) left Marseilles for this port via ports on the 6th inst., and is expected here on the 4th October.

The N. Y. K. s.s. Penang Maru (Bombay Line) left Bombay for this port via ports on the 6th inst., and is expected here on the 26th inst.

The N. Y. K. s.s. Iyo Maru (European Line) left Yokohama for this port via ports on the 10th inst., and is expected here on the 22nd inst.

The N. Y. K. s.s. Sanuki Maru (American Line) left Seattle for this port via ports on the 9th inst., and is expected here on the 18th October.

The N. Y. K. s.s. Kangawa Maru (Calcutta Line) left Calcutta for this port on the 9th inst., and is expected here on the 28th inst.

The N. Y. K. s.s. Yokohama Maru (American Line) left Seattle for this port via ports on the 26th ult., and is expected here on the 28th September.

The I. O. N. S. s.s. Choyang from Shanghai is due at Hongkong on the 20th Sept.

The I. O. N. S. s.s. Fookhing from Batavia is due at Hongkong on the 24th Sept.

The I. O. N. S. s.s. Namsang from Calcutta is due at Hongkong on the 25th Sept.

The I. O. N. S. s.s. Yatsang from Calcutta is due at Hongkong on the 29th Sept.

The S. L. s.s. Denbighshire, passed the Canal on the 9th inst., and is due at Hongkong on the 18th Oct.

Daiya Maru, Jap. s.s. 1,755, Okura, 16th inst.—Wakamatsu 10th inst. Coal—M.B.K.

Chow Tai, Ger. s.s. 1,115, E. Gathemann, 16th inst.—Bangkok 13th inst. Rice & Teak—B. & S.

Quana, Ger. s.s. 1,146, H. Madam, 16th inst.—Saigon 18th inst. Rice—Kim Sang Lee.

Shibetsu Maru, Jap. s.s. 2,478, Nemoto, 16th inst.—Moji 10th inst. Coal—O.S.K.

Atholl, Br. s.s. 2,788, Saxby, 16th inst.—Java and Cherbon 6th inst. Sugar—D. and Co.

Scandia, Ger. s.s. 4,506, Fochima, 17th inst.—Shanghai 14th inst. Gen.—H. A. L.

St. Albans, Br. s.s. 4,118, E. B. S. Balkie, R.N.R. 17th inst.—Kobe 13th inst. Gen.—G. L. Co.

Riojun Maru, Jap. s.s. 2,979, J. Yamaguchi, 17th inst.—Kobe & Kiri 8th inst. Coal—D. & Co.

Heutan, Ger. s.s. 1,006, Yunnan, 17th inst.—Bangkok 9th inst. Rice—B. & S.

Gneissau, Ger. s.s. 1,947, F. Rehm, 17th inst.—Bremenhaven 6th ult. Gen.—M. & Co.

Lutzow, Ger. s.s. 3,116, H. Teator, 17th inst.—Yokohama 6th inst. Gen.—M. & Co.

Chennan, Br. s.s. 1,355, W. Lloyd Jones, 17th inst.—Shanghai 14th inst. Gen.—B. and S.

Triumph, Ger. s.s. 739, W. Langschwager, 17th inst.—Swatow 16th inst. Gen.—B. & S.

Kiah, Br. s.s. 3,147, E. Robertson, 17th inst.—Singapore 12th inst. Gen.—P. & O.

Ditwara, Br. s.s. 3,460, G. N. Ramago, R.N.R. 17th inst.—Moji 13th inst. Coal and Gen.—D. Sassoon.

Yushun, Chi. s.s. 1,078, A. E. Balne, 18th inst.—Tientsin 10th inst. Gen.—C. M. S. N. Co.

Don of Glamis, Br. s.s. 3,310, A. Low, 18th inst.—Singapore 11th inst. Gen.—J. M. & Co.

Jelunga, Br. s.s. 3,360, J. R. O. Sullivan, 18th inst.—Calcutta 28 ult. Gen.—D. Sassoon.

Devawongse, Br. s.s. 1,047, Shearer, 18th inst.—Singapore 11th inst. Gen.—Sun Wai.

Tjikini, Dut. s.s. 8,185, A. W. Le Rooy, 18th inst.—Amoy 15th inst. Gen.—J. O. J. L.

Empress of India, Br. s.s. 3,039, W. Davidson, 18th inst.—Vancouver, Flour, etc.—C. P. R.

Demodocus, Br. s.s. 4,269, A. S. Dodd, 18th inst.—Singapore 7th inst. Gen.—B. & S.

Shinyo Maru, Jap. s.s. 7,326, H. S. Smith, 18th inst.—San Francisco 16th ult. Gen.—T.K.K.

O. F. Laeiz, Ger. s.s. 3,158, O. Geisel, 15th inst.—Tacoma & Portland 8th ult. Flour—H.A.L.

Dingwall, Br. s.s. 1,386, F. Jones, 1st inst.—Cardiff & Port Said 8th July, Coal—M.B.K.

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Takes Cargo at Through rates to all European North Continental and British Ports, also Trieste, London, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all West America Ports.

Next Sailings from Hongkong:

For	Ship	Date	For	Ship	Date
Shanghai, Kobe & Yokohama			Shanghai, Kobe & Yokohama		
S.S. SUEDMARK	28th Sept.		S.S. ANDALUSIA	28th Oct.	
S.S. ALBENGA	28th Sept.		S.S. SAMBIA	19th Oct.	
S.S. C. F. LAHISZ	30th Sept.		S.S. UNTRIA	25th Nov.	
S.S. ARABIA	10th Oct.		S.S. ALTMARCO	18th Nov.	
S.S. SEGOVIA	21st Oct.		S.S. SITHONIA	20th Nov.	

HOMEWARD.

For	Ship	Date	For	Ship	Date
Havre, Antwerp & Hamburg			Havre, Bremen & Hamburg		
S.S. GBAEOLA	22nd Sept.		S.S. LIBERIA	16th Oct.	
For V'var, S'ile, and/or T. & P. (Or.)			For Havre & Hamburg		
S.S. C. FERD LAHISZ	30th Sept.		S.S. SUEDMARK	28th Oct.	
For Havre & Hamburg			For V'var, S'ile, and/or T. & P. (Or.)		
S.S. SENEGAMBIA	30th Sept.		S.S. ANDALUSIA	29th Oct.	
For Marseilles, E'den & Hamburg			For Rotterdam, Hamburg & Antwerp		
S.S. SPZIA	30th Sept.		S.S. BAYERN	30th Oct.	
For Marseilles, Havre & Hamburg			For Havre, E'den & Hamburg		
S.S. HOEBDE	12th Oct.		S.S. ARABIA	15th Nov.	
For Rotterdam, Hamburg & Antwerp			For Havre, Bremen & Hamburg		
S.S. SAOHSEN	12th Oct.		S.S. SAMBIA	22nd Oct.	

For Further Particulars, apply to: Hamburg-Amerika Linie, Hongkong Office.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound.

The s.s. "VLADIMIR," 5620 R.T., Captain Kamichensky, is expected to arrive at Hongkong about the 19th day of September 1913.

The s.s. "KIRV," 5566 R.T., Captain Stetsky, is expected to arrive at Hongkong about the 5th day of October 1913.

N.B.—The exact dates of arrival will be published after receipt of telegram from the last port of call of the steamer.

For Freight, Passage and further particulars please apply to:

Capt. D. A. LUKHMANOFF,

Hotel Marlborough, 3rd Floor,

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Telephone No. 1224, Hongkong, 19th Aug. 1913.

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 Campbell, C.
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 Castro, Mr. & Mrs. E. X. D. A.
 Castro, Miss D.
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 Douglas, Mr. & Mrs. R. H.
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 Castro, C.
 Chee, T.
 Connell, R.
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 Dobbie, Mr. & Mrs. J. H. N.
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 Finchett, Mrs. A. B.
 Genlach, Mr. & Mrs. W. W.
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 Harris, J. B.
 Halpermann, Mr. & Mrs. J. B.
 Hingle, E. J.
 Jensen, B.
 Kraft, Mr. & Mrs. W. D.
 Lauritsen, Mr. & Mrs. S. S.
 Lemare, Mr. & Mrs. A. B.
 Lennox, J.
 Logan, W.

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 Christie, Mr. & Mrs. Nacina.
 Crew, Mr. and Mrs. Raymond.
 A. B.
 Fearon, O.
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Oralgieburn.
 Caldwell, Mr. Matheson, Mr. & Mrs. R. E. O.
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"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
 The Steamship
"BENARTY"
 FROM ANTWERP, MIDDLEBRO, LONDON AND STRAIT.
 CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
 Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
 No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th will be subject to rent.
 All claims against the Steamer must be presented to the Underwriter on or before the 27th inst. or they will not be recognized.
 All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 11 a.m.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
 Agents,
 Hongkong, 18th Sept. 1913.

Consignees

From PORTLAND, OR. and PUGET SOUND Ports.
THE H.A.L. Steamship
"O. FERD. LAEISZ"
 Captain Geissel, having arrived, consignees are hereby notified to send their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.
 Cargo remaining undelivered on 18th inst. at Noon will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong & Kowloon Wharf and Godown Co.'s Godowns.
 Cargo remaining undelivered on 24th inst. at Noon, will, in addition to landing charges, be subject to storage charges.
 No Fire Insurance whatever will be effected.
 All chafed and otherwise damaged cargo to be left on board or in the Godown; the examination of same to be held on 23rd inst. at 10 a.m.
 Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the H.A.L.
 All claims must be filed on or before the 30th inst. otherwise they will not be recognized.
HAMBURG-AMERICA LINE,
 Hongkong Office,
 Hongkong, 15th Sept. 1913.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
S.S. KOREA.
 From SAN FRANCISCO, JAPAN PORTS and MANILA.
 The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.
 Cargo remaining on board TUESDAY September 16th, 1913 at 5 p.m. will be landed at consignees' risk and expense.
 Cargo remaining undelivered MONDAY September 22nd 1913 at noon in addition to landing charges will be subject to storage charges.
 No fire insurance whatever will be effected.
 All chafed and otherwise damaged cargo will be examined at the above company's godown SATURDAY September 20th, 1913 at 10 a.m.
 No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.
 All claims must be filed on or before October 14th, 1913 otherwise they will not be recognized.
R. O. MORTON,
 Agent,
 Hongkong, 15th September, 1913.

NORDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
 The Steamship
"COBLENZ"
 having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
 Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
 No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd of September, will be subject to rent.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of Sept. at 9.30 a.m.
 All claims must reach us before the 1st of October, 1913, or they will not be recognized.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by the undersigned.
NORDEUTSCHER LLOYD,
MELOHRS & CO.,
 General Agents,
 Hongkong, 18th September, 1913.

Consignees

"SHIRE" LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES.
 From EUROPE, COLOMBO and STRAITS.
 The Steamship
"DEN OF GLAMIS"
 having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence, and/or from the Wharves, delivery may be obtained.
 Goods not cleared by the 24th inst. at 6 p.m. will be subject to rent.
 All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 24th inst. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
 No Fire Insurance will be effected by us in any case whatever.
 Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.
 Agents,
 Hongkong, 18th Sept. 1913.

NOTICE TO CONSIGNEES.

From CALOUTTA, RANGOON, PENANG and SINGAPORE.
 The Steamship
"JELUNGA"
 having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.
 Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.
 Cargo remaining on board after 2 p.m. of the 19th inst. will be landed at consignees' risk and expense.
 Consignees of Cargo from SINGAPORE & PENANG are requested to take immediate delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by the undersigned.
DAVID SASSBOON & Co., Ltd.
 Agents,
 Hongkong, 15th Sept. 1913. (897)

NORDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
 The Steamship
"GNEISENAU"
 having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
 Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
 No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th of Sept. will be subject to rent.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of Sept. at 9.30 a.m.
 All claims must reach us before the 30th of September, 1913, or they will not be recognized.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by the undersigned.
NORDEUTSCHER LLOYD,
MELOHRS & CO.,
 General Agents,
 Hongkong, 18th Sept. 1913. (146)

Consignee

NOTICE TO CONSIGNEES.
 From YOKOHAMA, KOBE AND MOJI.
 The Steamship
"DILWARA,"
 having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.
 Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by the undersigned.
DAVID SASSBOON & Co., Ltd.
 Agents,
 Hongkong, 18th Sept. 1913. (146)

To Sail

THE AMERICAN & ORIENTAL LINE.
 FOR BOSTON & NEW YORK via SUEZ CANAL.
 (With liberty to call at the Ma'abar Coast).

THE Steamship
"AFGHAN PRINCE"
 Capt. Whaley, will be despatched as above on MONDAY, the 29th Sept.
 For freight and passage apply to
REHOLD, KARBURG & CO.
 General Agents,
 Hongkong, 9th Sept. 1913. (248)

Regular Steamship Service
 For NEW YORK.
 With Liberty to call at the Malabar Coast.
 Proposed Sailing from Hongkong S.S. "SHIMOSA" on or about 9th Oct.
 For Freight and further information apply to
DODWELL & CO., LTD.
 Agents,
 Hongkong, 18th Sept., 1913.

Notices

LESSONS IN CHINESE.
MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.
 Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

WING KEE & CO.
 47-49, Connaught Rd.
SHIP CHANDLERS,
PROVISION & COAL.
MERCHANTS.
 Hongkong, 23rd May, 1912.

A New SILK STORE
 In the most up-to-date style and fashion at the large and commodious Premises No. 38 & 40 Queen's Road Central, lately occupied by Messrs. H. R. R. R. & Son, where we are displaying an entirely new, handsome and gorgeous stock of
 Silk Goods & Jewellery Ware of all descriptions in a variety of new, elegant and attractive designs and patterns.
 The stock includes a choice selection of Turkish, Persian & India Silk, Carpets & Woollen Rugs of the highest quality and elegant patterns.
 Please call early, as the stock is limited.
DI. CHELLARAM.
 Hongkong, 26th July 1913.

Notices

M. Y. SAN & CO. CONFECTIONERS GROCERS RESTAURANTEURS
 92-94-96 Queen's Road Central, Hongkong.
 Telephone No. 1057.
Soda Fountain
AMERICAN Any Cool Drinks
Ice Cream
FIRST CLASS RESTAURANT
\$0.70 CENTS A MEAL
A LA CARTE AT ALL HOURS.

SHOPPING MADE EASY.
THE STORE FOR EVERYONE
The Queen's Road Central Co.
AND GENERAL MERCHANTS.
UNIVERSAL PROVIDERS.
 ONE OF OUR SPECIALTIES:
HIGH CLASS TAILORS & EXPERIENCED CUTTERS
 Perfect Fit Guaranteed.
THE ONE PRICE STORE.
 HIGH STANDARD OF QUALITY.
 CHEAPEST STORE IN THE EAST.
 Queen's Road, Central: The Old Supreme Court. Telephone 1450

REMINGTON TYPEWRITERS
 (COPY OF LETTER)
 Office of the President
PANAMA-PACIFIC INTERNATIONAL EXPOSITION
SAN FRANCISCO.
 January 2nd, 1913.
 This is to certify that the **REMINGTON STANDARD TYPEWRITER** is used exclusively for the official business of the **Panama-Pacific International Exposition.**
CHARLES C. MOORE, President.
SIEMSEN & CO., Sole Agents for Hongkong, Canton, South China and Formosa.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
 Very palatable.
 Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.
 Each bottle of genuine V.M. SAINT-RAPHAEL bears, in addition to the registered trade-mark:
 (1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
 (2) A METAL SEAL advertising CLETEAS.
CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MACGREGOR & Co., Hongkong.

LAW & Sons
Shudebaker
 No. 3 Duddell St.
 Sole Agents

COMMERCIAL.

The Pacific Islands Trade.
 The London correspondent of the *Manchester Guardian* recently referred to the steps which the French are making to increase their trade in the Pacific, more particularly in the South Sea Islands, and to the unsatisfactory working of the condominium in the New Hebrides. He now learns that the Japanese Government are also making preparations to develop their trade and emigration in that direction. Commander Hosaka, of the Imperial Navy, who has just completed a tour of the islands, reports to his Government that they are most suitable for settlement and have great resources still unexploited. He adds that he interviewed many of the most successful Chinese merchants in the islands, and that they fully realise the necessity of co-operation with Japanese traders for the further trade development in the Pacific. Apart from the opening of the Panama Canal, the great possibilities of development, economic and political, in the Pacific are attracting general attention. Admiral Sir Cyprian Bridge and Sir George Reid lately discussed the question with members of the Government. Australia has been striving every nerve for years past to maintain the supremacy of British trade with the Pacific islands, and she is now viewing with no little alarm the threatened diversion to other channels. In the islands under British control the aggregation of a Japanese or Chinese population is not permitted, but in those under French, German and Dutch authority Asiatic immigration is encouraged as the demand for labour increases. The Commonwealth Government are, therefore, strongly urging the Imperial authorities to secure the remaining islands, and to decline all proposals leading to Great Britain's withdrawal from the condominium in the New Hebrides.

Commercial and Produce Markets.
 Aug. 22.—The Bank rate remains unchanged at 4 1/2 per cent. The Open market rate for short loans is 3 per cent, and for four months Bank bills 4-1/2 to 4 3/4 per cent. The futures of the Silver market remain unaltered, and bars are now quoted 27 5/16 per oz. The Rubber share market has been subject to lively fluctuations, the principal shares closing lower, and those of the younger variety rather higher on the week. It is understood that important negotiations are at present preceding between the Yunnan Syndicate and the Chinese Government. The Chinese Salt Company, Limited, has been registered with a capital of £15,000, in 21 shares. In China Teas gone business is passing at steady rates. Coffee has met with good demand, and fully steady prices have been realised. Sugar has been firmer with a fair business. Singapore Pepper has been quiet but steady, and White Pepper steady, but business limited. Business in Rice is retarded owing to the high pretensions of shippers. Manila-Hemp is weak, and prices have declined. Plantation Rubber is rather easier, good average sheet being quoted at about 2s 8 1/2 per lb. Fine Hard Para is 2s 10 1/2 per lb. Straits Tin is £187 15s. to £188 5s. for cash, and £186 10s. to £187 for three months.

Captain Johnston K.O.V.L.I.
 Captain H. C. Johnston, M.V.O., King's Own Light Infantry, has been appointed adjutant of the 3rd Reserve Battalion, Pontefract, and will take up his duties about Oct. 1 next.
Indian Regimental Commands.
 On August 24, four officers complete their periods of command of Indian regiments. Lieut-Col. H. J. Jones, D.S.O. 14th Sikhs, is home on leave, and he will probably be succeeded by Major F. A. Jacques; Col. T. H. Hardy, 97th Deccan Infantry, will be succeeded by Lieut-Col. E. J. M. Wood, Col. F. J. Fowler, D.S.O., 127th Baluch Light Infantry, will hand over the command to Lieut-Col. O. O. Tanner, and Col. M. J. Tighe, D.S.O., 56th (Ferozepore) Rifles (Frontier Force), will be succeeded by Major O. O. Tanner, from the 59th Punjabs Rifles.

THE TYPHOON.

(Continued from page 4.)
ing timber. A number of men were fortunate to escape before the collapse.
The loki of a trading junk reports that at 8 p.m. his boat was anchored off the Tung Wo wharf and it drifted to the Kwong-si Wharf and sank. The damage is estimated at about \$14,000 of which the cargo is said to be worth about \$10,000.

LONDON RUBBER MARKET.

Messrs. Zorn & Leigh-Hunt in their Mid-Weekly Report on the Rubber Share Market and List of Quotations, dated London August 20, say:—The Rubber Share Market has been subject to lively fluctuations during the past week, and some "rocket and stick" movements in the leading shares have provided a feature. Though professional operations have been to a certain extent responsible for the violent gyrations of prices, contributory factors in the better feeling are no doubt the slightly improved tone of the commodity market, and a continuance of the investors' demands referred to in our previous report. The spectacular effect provided by the gambling counters has really been of less importance than the rise which have quietly taken place in many of the shares of the younger variety; and whereas the former are actually lower on the week, the substantial improvements enjoyed by many of the latter have been almost maintained. A great deal of interest has been aroused by the publication of a pamphlet written by Mr. Theodore O. Dentz of Amsterdam, whose name is so well known in the tobacco planting world. Mr. Dentz, who is himself a director of several rubber planting companies, entitles his booklet "How to sell Rubber," and advocates the adoption of the Dutch inscription sale system (in which all bids are made made by sealed tender) in place of the present method of sales by auction. He argues his case with great ability, and points out that Eastern Tobacco planters formerly sold their produce by open auction just as the rubber companies are doing in London at the present time, but finally found it necessary to abandon this system in favour of inscription sales. By means of the latter, as much as £800,000 worth of leaf can be disposed of in one morning's session. All who are interested in the present controversy as to the methods of marketing plantation rubber ought to make a point of reading Mr. Dentz's striking little pamphlet. Allagars have improved to 2 1/2, and Alor Pongas were taken at 1 1/2. Anglo Malays touched 10 1/2 buyers, but reacted to 10 1/4. Batu Kawan, after being dormant for a long time, changed hands up to 7 1/2. Borneo Trusts are wanted at 13 1/2, at which price a considerable number of shares were taken. Bukit Kajangs improved to 2 1/2, and Bukit Mertajangs to 2 1/4. Bukit Sembawang are offered at 1 1/2, but but enquiry for Castlefields caused a rise to 4 1/2. Chersonese have been active, and at 3 1/2 are 4 1/2 higher on the week. Damansaras are 3 1/2-16 bid, and Duffs have come in for attention, rising to 8 1/2. F.M.S. were done up to £18. Small buying of

Q'm Buvies brought about an improvement to 1 1/2. Highlands after touching 2 1/2-16 bid, have reacted to 2 1/2. Johore Rubber Lands have been in steady demand, with business at 8 1/2 and over. Jong Landors have maintained a smart rise to 13-4. Kapar Faras enjoyed support, and at 5-18 are 7-16 better on the week. Kepitigella, after touching 16 1/2 bid, have slipped back slightly. Paris supported Kuala, and though the best price was not maintained, the shares show a rise of 1/2. Linggie have gone through some sharp fluctuations; rising to 17 1/2 bid, a reaction to 16 1/2 has occurred. London Asiatic at 8 1/2 are 8d. off the best price touched. Patallings are fractionally better at 1 1/2 bid, as are Pelepahs at 2 1/2. A few Fries offer around 18 1/2. Rubber Trusts have been an excited market, and some bear closing, coupled with an investment demand, caused an improvement to 6 1/2 premium. The shares have since come on offer, and are no better than 4 1/2 premium. The interim declaration by the Seaford Company brought about no change in the quotation. Seaports were done up to 1/2, but Seletars are offered around 11 1/2. Sempahs, after being buyers at 15 1/2, are now offered at the price. Serding Centrals are wanted at 32 1/2, and Sialangs have maintained their rise to 2 1/2. Straits Bertram improved smartly to 4 1/2 buyers. Sungai Krian Preference are wanted at 20 1/2, and Sungai Salak at 2 1/2. A demand for Tandjongs hardened the price to 2 1/2. Vallam-brossa have been a feature, and further closing by bears was responsible for a rapid rise to 18 1/2. On the completion of these purchases, however, a reaction to 16 1/2 took place.

Nine-foot Sheets.

A striking example of American fear of other people's ailments is to be found in the "nine-foot sheet" law enforced in certain districts, says Professor J. Adams in the *British Weekly*. "This insists upon every sheet on a hotel bed being big enough to cover completely all the blankets, and thus prevent all possible contact with the vestigial of any previous occupant of that bed. All this gives us a very uncomfortable feeling and makes our flesh creep. But, after all, it is fundamentally right."

Burned in a Chimney.

A convict in Riga attempted to escape from one of the local prisons by means of a stove chimney. When he was half-way up the chimney he became wedged and could move neither up nor down. The stove was lighted beneath him, and before the flames could be extinguished he was burned mortally.

SILIMPOPON COAL BUNKERS

can be supplied at cheap rates. at SANDAKAN & SEBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges. A. BUNE

THE BEST COFFEE

Is the Cheapest in the end, and one of the very best is LOTUS MOKHA COFFEE. In the Cup it is rich, winy and fragrant—the key-note of an appetizing breakfast—a satisfying close to a busy day.

OBTAINABLE FROM ALL GROCERS.

H. RUTTONIEE & SON,
14, QUEEN'S ROAD CENTR



POST OFFICE.

The s.s. Armand Behic, with the French from Europe is due to arrive here on Sunday, the 21st inst.

The United States Mail per s.s. Siberia has been transferred to the s.s. Magellan, due here on Monday 23rd inst.

MAILS DUE.

French, Armand Behic, 21st inst.
American, Magellan, 23rd inst.

MAILS CLOSE TO-DAY.

Shanghai and North China—Per Kwong-sang, 19th inst., 5 p.m.

TO-MORROW.

Philippine Islands, Australia, Timor, Tasmania & New Zealand via Port Darwin—Per St. Albans, 20th inst., 9 a.m.

Choofoo and Dalren—Per Elger, 20th inst., 10 a.m.

Swatow—Per Piantanok, 20th inst., 10 a.m.

Formosa via Keelung, Shanghai and North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco—Per Korea, 20th inst., 11 a.m.

Philippine Islands—Per Yuenang, 20th inst., 1 p.m.

Macao—Per Sui Tai, 20th inst., 1.15 p.m.

Straits—Per Tydeus, 20th inst., 3 p.m.

Saigon—Per Halvard, 20th inst., 3 p.m.

Japan via Yokohama—Per Jelunga, 20th inst., 5 p.m.

Shanghai and North China (Europe via Siberia)—Per Kalgan, 20th inst., 5 p.m.

Swatow, Shanghai & North China—Per Wingsang, 20th inst., 5 p.m.

SUNDAY, 21st inst.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per Armand Behic, 21st inst., 9 a.m.

Swatow, Amoy and Formosa via Keelung—Daisi Maru, 21st inst., 9 a.m.

Swatow—Per Halmun, 21st inst., 9 a.m.

MONDAY, 22nd inst.

Straits, Batavia, Samarang and Sourabaya—Per Riojun Maru, 22nd inst., 5 p.m.

TUESDAY, 23rd inst.

Swatow, Amoy and Foochow—Per Hanching, 23rd inst., 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Hongkong, Japan via Yokohama, and Europe via Manila (Late Letters 11 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per Magellan, 23rd inst., 11 a.m.

Philippine Islands—Per Chinhu, 23rd inst., 3 p.m.

Formosa via Keelung, Shanghai and North China, Japan via Nagasaki, Victoria, and Seattle—Per Sado Maru, 23rd inst., 3 p.m.

Japan via Nagasaki—Per Inaka Maru, 23rd inst., 4 p.m.

Straits and Colombo—Per Iyo Maru, 23rd inst., 5 p.m.

WEDNESDAY, 24th inst.

Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island—Per Kumano Maru, 24th inst., 10 a.m.

Shanghai and North China—Per Choy-sang, 24th inst., 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of India, 24th inst., 11 a.m.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per Talyun, 24th inst., 2 p.m.

Philippine Islands—Per Rulu, 24th inst., 3 p.m.

THURSDAY, 25th inst.

Wahai-wei and Tientsin—Per Hui-chow, 25th inst., 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Ahijoy Maru, 25th inst., 11 a.m.

Shanghai and North China—Per Luchow, 25th inst., 3 p.m.

FRIDAY, 26th inst.

Swatow, Amoy and Foochow—Per Halmun, 26th inst., 10 a.m.

Shanghai, North China and Japan via Kobe—Per Namsang, 26th inst., 11 a.m.

SATURDAY, 27th inst.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel Mail will be closed. Friday at 5 p.m.—Per Assaye, 27th inst., 11 a.m.

Philippine Islands—Per Loongang, 27th inst., 1 p.m.

SHIPPING NEWS.

ARRIVED.

Mitsui Maru, Jap. s.s. 1,995, Uchikawa, 17th inst.—Kwangyen 15th inst. Stone—A. Bune.

Glenogle, Br. s.s. 2,399, Orave, 18th inst.—Singapore 15th inst. Gen.—Chinese.

Sabine Rickmers, Dat. s.s. 573, B. J. Jagi, 18th inst.—Amoy 16th inst. Ballast—A. P. Co.

Ambrisa, Ger. s.s. 3,233, Kintabky, 18th inst.—Keeung 16th inst. Ballast—H.A.L.

Chenan, Br. s.s. 1,355, W. L. Jones, 19th inst.—Canton Gen.—B. & S.

Yushun, Chi. s.s. 1,076, A. B. Balner, 19th inst.—Canton Gen.—C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

September 18.

Hongkong Mar. for San Francisco
St. Albans for Melbourne
Kamakura Maru for Bombay
Kjeld for Bangkok

September 19.

Haiyang for Foochow

DEPARTED.

September 19.

Lutzow for Hamburg
Arbut for Shanghai
American for K. C. Wan
Sabine Rickmers for Foochow
Chenan for Canton
Ambrisa for New York
Shinkai Mar. for Saigon
Halmun for Swatow
Glenogle for Yokohama
Glenogle for Amoy
Kamakura Maru for K. C. Wan
Kjeld for Yokohama
Solweig for Moji
Bushi Maru for Hongay

PASSENGERS ARRIVED

Per s.s. Gneissau, arrived 17th inst. inst. from Bremenhaven.

Bathurst, Capt and Keith Capt A. Mrs. H. Law, J. P.

Boon Kiau Wei, Loy Kam Tong, Brook, F. J. van den, Loke Ah son, Mrs. Cook, Mr and Mrs Lim Hup Soon, Makwell, F. T.

Chow Yee Mo, Mrs. Mathews, A. L. Chau Soon Seng, Madley, H. A. Chau Chu, Ma, Malaga, Mrs C. Cheung Siew, Malaga, Mrs C. Chow Hung-jock, Pafon, A. D. Dean, Mrs T. E. Scherer, Dr. Choi Foo, Stapleton, T. W. George, Judge and Sporleder, W. Mrs J. Than Boon Chye, Goh Guan Ching, Wessel, Mrs L. Chuan, B. Wong Yik Yu, Hasegawa, G. Young Meng Sang, Jorgensen, A.

Per s.s. Luetzow, arrived 17th inst. inst. from Yokohama, etc.

Corra, G. U. North, Miss H. F. Catlin, U. Osawa, Rev G. J. Corra, A. Mrs A. U. Edwards, Mr and Sylow, Capt U. Hill, P. Schult, E. Harris, Mrs U. S. Saueher, Rev J. L. Kauchai, Capt. Stalman, H. Murakami, S. Sullmann, Miss N. Movin, Mrs L. Willden, Miss L. N.

SHIPS PASSED THE CANAL

London, 6th Sept.

Arrivals from China—Venelaus, Sithonia, Wray Castle, Ischia.

The following vessels have passed the Canal:—Benavon, Ceylon, Penbighshire, Japan, Koerber, Teucer, Monmouthshire, Mandan Maru.

TIDE TABLE.

15th Sept. to 21st Sept. 1913.

Day	High Water	Low Water	High Water	Low Water
15th	10.15	4.15	10.15	4.15
16th	10.15	4.15	10.15	4.15
17th	10.15	4.15	10.15	4.15
18th	10.15	4.15	10.15	4.15
19th	10.15	4.15	10.15	4.15
20th	10.15	4.15	10.15	4.15
21st	10.15	4.15	10.15	4.15

Imagined a after a

Oyster, Fresh, Fried or Stewed.
Frieden Haddock, Kippers, &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 18th at 17.40.—Black drum hoisted.

On the 18th at 6.15.—Black North Cone and Ball hoisted.

At 11.50.—Pressure has decreased moderately at Waihaiwei and Wladivostok, a depression having formed over S. Manchuria.

Pressure has increased moderately over Formosa.

No returns from Japan.

The typhoon, which had partially filled up, deepened after entering the coast and passed about 50 miles to the north of Hongkong at 11 p.m. last night.

Telegraphic communication with Swatow and Canton is interrupted.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 4.45 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

Forecast, S. to S.W. winds, fresh to moderate, rain, squalls, improving late.

S.E. winds, fresh to moderate.

W. winds, fresh to moderate, rain, squalls, improving late.

W. to S. winds, fresh to moderate.

China Coast Meteorological Register, 19th September, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Wanchow 7a 29.87 63 sw 5 c

Nomuro 6a 29.87 63 sw 5 c

Hakodate 7a 29.87 63 sw 5 c

Tokio 7a 29.87 63 sw 5 c

Kobe 7a 29.87 63 sw 5 c

Nagasaki 7a 29.87 63 sw 5 c

Shimonoseki 7a 29.87 63 sw 5 c

Yokohama 7a 29.87 63 sw 5 c

Manila 7a 29.87 63 sw 5 c

Cebu 7a 29.87 63 sw 5 c

Colon 7a 29.87 63 sw 5 c

San Francisco 7a 29.87 63 sw 5 c

San Pedro de Macoris 7a 29.87 63 sw 5 c

Santiago 7a 29.87 63 sw 5 c

San Juan 7a 29.87 63 sw 5 c

Sanchez 7a 29.87 63 sw 5 c

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Sanchez 7a 29.87 63 sw 5 c

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For LONDON, via U.S. ASSAYE, Capt. G. J. Coldwell, Noon, Freight & Passage

For LONDON & ANTWERP, via Singapore, Penang, C'mbo, Fort Said, & Marseilles, Capt. D. Asbury, about 1st Oct., Freight & Passage

For SHANGHAI, MOJI, KOBE, AND YOKOHAMA, Capt. C. R. Longden, about 23rd Sept., Freight & Passage

For SHANGHAI, CHINA, Capt. C. H. S. Tocque, about 25th Sept., Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to E. A. Hewitt, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 18th Sept, 1913.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For Naples, Genoa, Algiers, Gibraltar, Southampton, Awerp & H'burg, PRINZ LUDWIG, About WEDNES, 1st Oct.

For SHANGHAI, TSBING-TAU, KOBE AND YOKOHAMA, DERFFLINGER, About WEDNES, 1st Oct.

For MANILA, YAP, MAROON, N'GUINEA, BRISBANE, SYDNEY & MELBOURNE, COBLENZ, Capt. L. Klugkist, SATURDAY, 4th Oct, 9 a.m.

For KOBE & YOKOHAMA, BORNEO, Capt. J. Koehler, End of Sept.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA, Hongkong, 11th Sept, 1913.

MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

REGULAR FORTNIGHTLY SERVICE BETWEEN EUROPE AND JAPAN.

OUTWARD. NEXT SAILINGS:—HOMEWARD. Steamers. Will leave for Japan on. Steamers. Will leave for Marseilles.

Armand Behic 21st Sept. Magellan 23rd Sept. 1 p.m.

Atlantique 5th October. Paul Lecat 10th Oct.

B. Simons 19th October. A. Behic 21st October.

Amazon 3rd November. Atlantique 4th November.

For Freight and Passage apply to M. SAINT CLAIR de BUSSIERRE, Agent, Queen's Buildings, No. 3.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

ST. ALBANS 20th Sept. 19th Sept. at a.m.

EASTERN 11th Oct. 10th Oct.

ALDENHAM 1st Nov. 31st Oct.

EMPIRE 1st Nov. 21st Nov.